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ED START

Issue 412 September 2019

IMAGE CONSCIOUS

If I had a pound for every time I went to feature a car and the owners said, "my mate's a photographer", I'd have enough cash to buy a velvet cushion with my favourite car printed on it (see page 38). I think it's great that the Instagram era has brought photography to the masses but there's a huge difference in photographing cars for a profession and guys posting shots of their mate's cars on Insta and then going back to their day job in the morning. So when Max Hawkes, the owner of this month's awesome Mk35 Golf cover car, turned around and said he knew a photographer who'd like to shoot his car, I kinda brushed it off as usual – until I actually the looked the guy up!

It turns out that Max's mate is George F. Williams, one of the best commercial photographers in the UK and when he's not shooting for Rolls-Royce, he's photographing hyper cars for their global launches. So yeah, that shut me up! But how does Max rub shoulders with such automotive royalty? Well Max is an apprentice at dclass automotive, one of the country's finest interior upholsterers and one that develops interiors for the likes of McLaren. And Max has worked on George's very own customised Lotus. So there you have it, it's not what you know but who you know.

Naturally George did an amazing job on Max's shoot but we probably only used 10-percent of his skill set, so if you love your automotive photography make sure you check out George's portfolio on his website (just google GFWilliams); the shoot on the DeTomaso P72 is pure automotive porn. I'd like to say a personal thanks to George, we're honoured to have you shoot for us, as well as all the other great photographers on our books.

Big Love,
Slim Jules

Jules



Feature Of The Month: I haven't got one favourite this month but two. Each feature sums up the huge diversity of this magazine. First off is Max's cover car – the interior detail on this thing is amongst the best I've ever seen. In the other corner is the Cummins-powered Ford Model A: a hot rod build that can match those from across the Atlantic!

Next Issue on sale 13 • 9 • 2019



SLIM JULES
EDITOR

"My favourite car in this issue? I've already said above. But if I had to choose I'd take the Model A."



MIDGE
CONTRIBUTING
EDITOR

"My favourite car in this issue is obviously my Daihatsu Sirion – but the Mk2 Fiesta is definitely a close second!"



INITIAL G
ART EDITOR

"It's the Model A for me too. I had one as my first car when they first rolled off the production line."



GLENDIA
WEBSITE EDITOR

"Well, there's no Audis in here this month, so I'll have to go for Max's Golf as that's the nearest thing to Germany's finest."

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UP FRONT

Corvette • BBR MX-5 • Lotus EV • Appreciating Depreciation • New Supra • Tom V Dale • Nismo GT-R • Angry Man

UP FRONT



NEW CORVETTE IS A FULL-BORE FERRARI-CHASER

The Chevrolet Corvette is such an important and iconic feature of the motoring landscape; it's hard to imagine a world without it. The name first appeared way back in 1953 on a pretty little roadster, named after a warship and toting a choice of straight-six or V8 motors, and it kicked off a tradition that's been underpinning automotive culture ever since. Whatever else has been happening in the world, we've always been able to rely on the fact that the Corvette is a plastic-bodied sports car with a big engine in the front, power going to the back, and so much baked-in Americana that it might as well be made from apple pie.

...Until now, that is. Because the all new C8 Corvette is here to shake things up. It doesn't have a sodding great V8 in the front. Oh sure, it does have a sodding great V8 – but it's mounted in the middle, as if someone at Chevy HQ suddenly woke up halfway through a meeting and shouted 'Oh crap, look what the Europeans have been doing this

whole time!'

There's a distinctly Euro vibe to the whole car, in fact. The chassis is seriously hardcore; it's always been fashionable to joke about how American sports cars can't go around corners, but the buck stops with the C8. It's got forged aluminium double wishbones at either end, adjustable dampers, and the option of magnetic-ride adaptive suspension. The rest of the car's equally serious – the aforementioned V8 is a 6.2-litre LT2 making 495bhp, and there's no manual option, just the Tremec 8-speed dual-clutch transmission. And this is the entry-level model too – just wait until the in-house tuners get hold of it!

Aerodynamics and cooling dominate the exterior design, particularly given that the engine's in the 'wrong' place and it needs a lot more scoops and scallops, while the interior couldn't be more driver-centric: the cabin essentially cocoons the driver, separating them from the passenger with a bizarre bridge of fiddly-to-use buttons. And, perhaps most intriguingly of all, the Corvette's following in the Mustang's footsteps by finally being offered in right-hand drive, so your M25 overtakes will be markedly less scary.

For all its Europeanisation, however, the C8 Corvette remains a true-blue American sports car. Just look at it – it couldn't have come from anywhere else, could it? It's big, brash, loud, and violently quick – everything a modern Corvette should be. With this new layout, Chevrolet has simply turned it all up to eleven.





BBR THROWS A LOAD OF AFFORDABLE POWER INTO THE MX-5

Brackley-based BBR has been tweaking Mazda MX-5s from the start, and when they develop an upgrade package you know it's going to be good. The ND-generation model has been with us for a few years now, which has allowed plenty of time for the aftermarket to really refine their offerings as well as the used value of these cars to dip to some pretty acceptable levels. The upshot of all this is that you can pick up an early ND for under £10k, then talk to BBR about tweaking it up above the desirable 100bhp-per-litre level. The company also claim that this is the first time they've been able to make these numbers without having to change any engine internals, which tells you how good those new-gen SkyActiv engines are...

The two packages BBR are offering are the Super 200 and Super 220, and you can probably guess what the numbers refer to. The Super 200 includes a bespoke BBR 4-into-1 manifold and cold air intake, K&N filter and a StarChip remap to net you just north of 200bhp – this costs £1734 fitted. The Super 220 pack (£3474) includes all of the above, along with BBR-spec cams, valve springs and retainers to deliver 221bhp, which is more than enough to turn the 2.0-litre MX-5 into a proper little tearaway. Oh, and if that's still not enough for you, they do a strong line in turbo conversions!

LOTUS UNEXPECTEDLY UNVEILS LUDICROUSLY POWERFUL CAR

Well, we didn't see this one coming. You see, Lotus has always been aligned to a very strict set of principles; we all know the maxims coined by company founder Colin Chapman – 'Simplify, then add lightness', 'Adding power makes you faster on the straights; subtracting weight makes you faster everywhere'... The whole point of a Lotus is that it doesn't need to be hugely powerful, it just needs to be light enough to exploit that power effectively. So we really didn't expect Lotus to suddenly announce that it was about to start building the world's most powerful production car.

What's happened here is that the new Chinese management, Geely Auto, has injected a huge amount of cash and enabled Lotus to build a clean-sheet electric hypercar, which is totally unprecedented.

The target power output is a nice round 2000PS (1972bhp), giving it a 0-62mph time of under three seconds and a top speed of 200mph+, along with a battery range of 250 miles. It's Lotus' first hypercar, and its first ever all-electric car, and given that it has to carry

around all that heavy battery tech, is it really still a Lotus?

Oh yes. Very much so. With its advanced and ultra-lightweight carbon fibre monocoque,

it's the lightest EV hypercar in the world; OK, it weighs a relatively substantial 1,680kg but... it's got all of the horsepower. The ratio is incredible. We're properly excited about this one.



AD5
Gloss Black / Polished, Gloss Black, Gunmetal / Polished
8x18"



ASSASSIN
Gloss Black, Gloss Black / Polished, Bronze (18" 20" only)
& Blackberry / Polished (18" 20" only)
7.0x16" 7.0x17" 8.0x18"
8.5x19" 8.5x20"



ASSASSIN GT2
Gloss Black / Polished
8.5x18" 8.5x20"



SPORTLINE
Gloss Black
Polished
8.5x20"



WOLFSBURG
Gloss Black Polished
& Gloss Black
8.5x20"



LUCCA
Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



TORINO
Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO
Gloss Black / Polished, Gunmetal / Polished, Bronze & Matt Black / Polished
8.5x18" 8.5x20"



KODIAK
Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



DORTMUND
Gloss Black, Gloss Black / Polished Gunmetal / Polished, Blackberry / Polished, Bronze (20" only), Bronze / Polished & Matt Black
8.5x18" 8.5x19" 8.5x20"



KIBO
Gloss Black / Polished Lip
Gunmetal,
7.5x17" 8.0x18" 8.0x19"
8.5x20" 9x20" 9.5x21"



TURISMO
Gloss Black / Polished, Gloss Black,
Bronze & Matt Black
8.5x18"



MUNICH
Gloss Black / Polished, Gloss Black, Matt Black,
Bronze & Bronze / Polished
8.5x18" 8.5x20"



STUTTGART ULTRA CONCAVE
Gloss Black / Polished Face
8.5x20"



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Appreciating Depreciation **Toyota GT86**

Then: **£27,325**
Now: **£9,500**



The GT86 is one of our favourite cars right now, and its increasing affordability means that it's becoming more and more popular in the modding scene. It's still a current model in the Toyota showrooms and the price of a brand new unoptioned one starts at £27,325, but we're starting to see early 2012/2013 cars on the market dipping under the £9,500 mark, which is incredible value for money. This was a model developed in tandem by Toyota and Subaru, which is why you sometimes see these cars wearing Subaru BRZ badges instead – they're essentially the same car, aside from a few minor bumper design changes and alterations to spring rates. (In factory-stock form the Subaru's set up for grip, whereas the Toyota's designed to be more tail happy.) The engine is a Subaru 2.0-litre flat-four, wearing Toyota's D-4S injection system. Being a boxer keeps the centre of gravity low, and while some critics have said that its 197bhp isn't enough, there are two logical responses: a) it's actually plenty if you're driving it properly, and b) it's easily tunable and you can make it a lot more powerful if you want to! The cabin's perfectly laid out and surprisingly practical, the gearbox is sublime, the chassis is superb, and it's all very well screwed together. There's

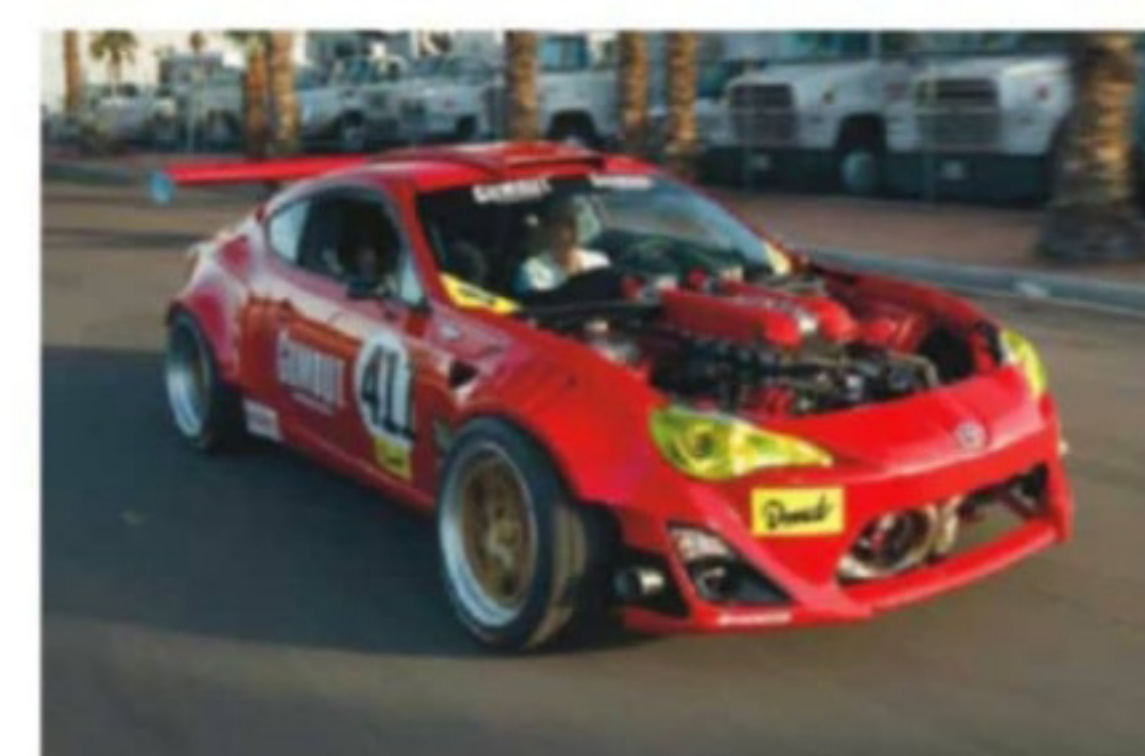
a reason Toyota has had this on the market for seven years without making any significant changes: they

got it right first time. It's an awesome car. And at under £10k, it's amazing value now too.



TOP 5 MODS:
Milltek non-res cat-back, OEM-option high-rise spoiler, Injen SP Series induction, Litchfield remap, Air Lift suspension

OUR TOP 3 GT86s



1) Ryan Tuerck's – issue 386



2) Kiran Halsey's – issue 409



3) Max Taylor's – issue 411



Just another Supra review...

Words & Pictures **Slim Jules & Co**

Are you bored of reading about the new
Toyota Supra yet? No, well that's good because this is the only review you need to base your opinion on. Obviously the mainstream press has gone for the 'it's a rebadged BMW Z4' angle, and, to be fair, it's a valid point as it shares a huge amount of hardware including the platform and in line 6-pot engine. But to be honest, that's too easy and we're not really bothered by the BMW Z4. For us, the Supra has always been Toyota's answer to the Nissan Skyline. It's one of the age-old debates that still rages on today. Being the editor of this fine publication, I'll always try to remain impartial but let's be honest, anyone who knows my car history will know I'll always have a slight bias towards the Mk4... Damn, I've had three of them and, to date, they're still one

of my favourite cars of all time! So, when we got the email to see if we'd like to fly to Madrid and go to the European launch of the new Supra, I was rather excited, if not slightly anxious that Toyota might have tarnished its name in the

**“THE MOST IMPRESSIVE FIGURES
DON’T COME FROM THE ENGINE
BUT THE CHASSIS”**

pursuit of car sale figures. Needless to say, I grabbed my camera and notepad and jumped on the BA flight to Madrid. Like the Mk4 that came before it, this car is also powered by a 3.0-litre, 24-valve, in line 6 turbocharged engine but this one comes courtesy of BMW. Supra fans will tell you it's not a real Supra unless there's

a 2JZ under the bonnet – I’m a bit more of a realist and appreciate that engine technology has come on a long way in three decades. In fact, it would have been ludicrous to shove an engine that was developed in the 90s in a modern day sports car (just don’t tell HKS I’ve said that). And even more ironic is that BMW’s recent line of N54/55 engines were dubbed the modern day 2JZ by many tuners, and the B58 that powers the new Supra is the spiritual successor to

those engines. Let's face it, it's a proper bit of kit and feels way more powerful than the claimed 340bhp. But the most impressive figures on this car don't come from the engine but the chassis, which of course was developed in a joint partnership with BMW. The stats are impressive, claiming a better weight distribution than the Lexus LFA and a lower centre of gravity than the GT86. And how did it perform? Well we were lucky enough to do a fair few hot laps of the historic Jarama Circuit and believe me, I would have ran out of talent way before the car did. The near perfect weight distribution gives the car incredible feel and balance, even when unsettling it with rash directional changes. There's no two ways about it, the Supra is a bloody capable bit of kit and certainly isn't short of power. The new Supra is an incredible sports car, although personally at over £52,000, I think



TECH SPEC: RENAULT 5 GT TURBO

STYLING:
RenaultSport Liquid Yellow paint, Prima Racing Corse wide
bodykit, Clio RS200 rear spoiler, OEM Clio aerial, OEM 15er
concealed back in, fully sealed using Raptor Paint

TUNING: C12 Clear, 1.4-liter turbo – full rebuild by Fred Wiley, full custom flow kit in black from Forge Motorsport, black Forge Motorsport actuator, black Forge Motorsport dump valve, black Forge Motorsport intercooler, black Forge Motorsport front downpipes on filter.

CHASSIS: 7x15" (front) and 8x15" (rear) Diazo 3-piece split rims - returned by The Wheel Specialist Furniture, 225/45 Nazeau Ave., Chicago, Illinois 60641; 314 cranks, MGP performance rear beam, Powerflex bushes, shock absorbers fully rubberized at EBC Brakes, EBC Yellow stuff parts, EBC discs, Forge Motorsport braided lines, Garage Midnight stud conversion

INTERIOR: Renaultsport Rovers On trend seats, rear bench trimmed with Renaultsport cloth to match, yellow Renaultsport seat belts, new Renault carpet, Campus dash, Campus door

THANKS:
 "Thanks to Meguire's U/I, Reflex Auto Design for all the
 and info, steel built, 510s, EBC brakes, Powerflex, Ray
 Motorsport, MN Performance, Nanking Tires, The Wheel
 Specialist - Farshaw, Gato Motorsport, Powerflex Filters,
 Ours the Timmer, Harewood, Major Paints, Glyco Graphics,
 Russell for the engine build, Bobby for the wiring, Rick for
 help with the exhaust piping, Matt at Reflex for giving me a
 away to build the car, Aaron and Glen for the most important
 purchase/info, Hughes Motors, Mike at GT Turbo Sports,
 Chris at Urban Composites."

the pricing is a bit strong, and Toyota could have made more of an effort to disguise the BMW crossover parts. But perhaps for me, the biggest mistake Toyota made with this car was naming it a Supra in a first place. If they didn't intend on rivaling Nissan's GT-R, why did they use the name that is synonymous with doing

so? Instead, it's been aimed at the Cayman/Boxster market. The problem is, using the iconic name may have hindered sales figures more than it has helped. But judge this car on being a pure sports car and Toyota has succeeded – it really is a fantastic car in its own right. Well played Toyota, we want one!

TOM V DALE

So last month we brought you the feature on Tom's Prima Racing wide-arched R5 GTT, and Dale's fully customised Merc W114. But what was your favourite build and who has come out on top of the Tom V Dale battle? Well, that's down to you because it's time to have your say on the biggest vote since the Love Island live final (congrats to Amber and Greg) because we are hosting the vote right now on **www.fastcar.co.uk**. All you have to do is log on, click on the car you like and log that vote. It won't cost you a penny and the winner will be announced in next month's magazine...



NEW SUPRA WILL BE AN ECO-FRIENDLY RACER (ISH)

Fans of the boxfresh Supra will be pleased to learn that it's officially got a date with the track: Toyota has announced that the Supra GT4 will compete in global GT4 racing series as a customer racer. Developed by in-house competition arm Gazoo Racing, the track-honed version is lower and sleeker with much more aggressive aero, and, as you'd expect, the interior's been torn out and

replaced with a mighty rollcage and single bucket seat. The chassis gets race-spec springs, dampers and ARBs along with vast Brembo brakes and lightweight OZ Racing wheels. Interestingly, the aero parts aren't made of carbon fibre, but sustainable materials including flax and hemp – so it may be a hardcore race car, but it's good for the environment too. Kinda.

TECH SPEC: MERCEDES W17

STYLING:
Peugeot's Copper Blumet body, roof in candy, metallic and
luxe, fairs-painted fuel cap, original design and future tattoo
by Danny Birch, grille emblem delete, side mirror delete, rear
hatch delete, double bumper upgrade (donated by Blagdon
Renz UK), rear lights painted in red candy.

TUNING:
Mits 2.0-ltr four-cyl, 3-speed auto.

CHASSIS:
5x18in (front) and 6x18in (rear) custom Detroit Steel Drive
shafts - paired Cooper Duster with satin chromed steel
brashed with tube and beauty chrome, 21x5/16 (7) and 22x3/4
(7) Hankook tires, Air Lift Performance air-ride with 22
management, Bilstein shocks.

INTERIOR:
Original seats trimmed by Cobra and Ed Abbride in moose/vintage Forest Green in old-school "fat bircutt" style. Full bucket JVC audio system inc. double-DIN headunit, dash and trim painted black, vintage Monocycle foot pedal from Dale's about

THANKS:
"Thanks to Colin Ware and the guys from Kuesters Kolors, Phil James and the Install Company, Air Lift Performance, Britec UK, Hanking Tyres, Cobra South, Ford AIRVibe, JVC UK, Clifford UK, Snap-On UK, Detroit Steels, Bagged Genz UK, 2M UK, Slam Barskyville, Powershove, C&A Auto, Breda."



2020 GT-R NISMO WANTS TO RAID YOUR PIGGYBANK

There was a time when the Nissan GT-R offered a cut-price alternative to the premium sports car market; a way to bloody the noses of Porsche 911 drivers and say 'Yeah, I'm quicker than you, and I spent half as much'. That, er, isn't so much the case any more. Look at the forthcoming GT-R NISMO – it's going to cost £174,995. That's rather a lot of money. Pretty astonishing car, though, it has to be said. It takes everything we know about the GT-R and makes it even angrier. It's got new turbos pinched from the GT3 race car (the vanes are 0.3 millimetres thinner, ooh...), a revised titanium exhaust system, a carbon fibre roof, new Brembo carbon-ceramic brakes, specially developed lightweight RAYS wheels, and retuned Bilstein DampTronic shocks. Of course, if



THE ANGRY MAN

Have you got stickers on your car? I hope you put some thought into it.

I'm not talking about the 'Merit' sticker on your old Nova, or anything gummied on by the manufacturer – no, it's the things people decide to stick onto their own rear ends that's been getting my goat. I mean sure, stickers can be cool – an obscure JDM brand logo on your ricer road-racer, or an ironic National Trust sticker on your V8-toting sleeper, or something to signify a club you're in or a show-and-shine you've won... and yes, some people have a problem with those little stickers showing your Instagram handle, although I'm totally cool with those. You can look up the car, find out more about it, and that's fine.

But I think there's a formula for how many stickers you can have on your back window; it's probably a maximum of three, right? Subtly positioned in the corners? I hate it when you see someone who's stuck every "funny" slogan they can find all over the glass; 'Caution, I welded it myself', 'Get in, sit down, shut up and hold on', 'I'm not drunk, I'm avoiding potholes'... Mate, that was barely funny the first time you saw it, why have you stuck it there so you have to look at it every day?

The people who have stickers that say 'The closer you get, the slower I go' or 'Go on, pass me, small dick?' That's just highlighting that you're an annoyingly shit driver. Having a bunch of stick figures across the whole window to show us how many kids and pets you've got is unnecessary; nobody cares. And 'Powered by fairy dust', you might as well have a sticker that says 'I'm the kind of dumbass you never, ever want to get trapped in a conversation with.'

Choose your stickers carefully, that's all I'm saying. There was only one we needed back in the old days, and that was the banner that said 'On A Mission.' Which really meant 'We've had too many disco biscuits and we're asleep in the back.' Ah, different times.

WHAT'S ON SEPTEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1st September Edmonds Overstone Park 1st September Vauxhall - Biling	2	3	4	5th-6th September Salon Privé - Osterheim Palace	6	7
8	9	10	11	12	13th-14th September Concours of Elegance Hampton Court Palace	14th September Forge Action Day Castle Combe
15	16	17	18	19	20	21st-22nd September Ford Fest - East of England Arena
22nd September Piermont Judds Bruntingthorpe	23	24	25	26	27	28
29	30					
29th September Oh So Retro Show Margate						



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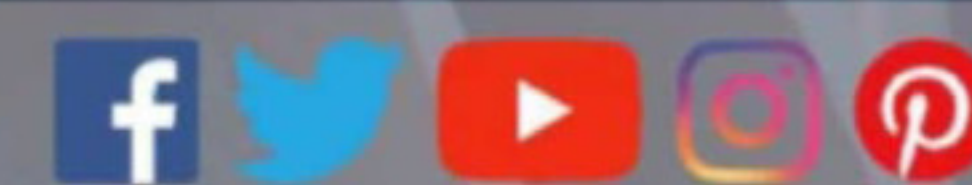
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Interior Motive

This Mk3.5 cabrio has been a relentless four-year odyssey for apprentice trimmer Max Hawkes. And with an eye for detail and the passion and tenacity to see it all through, he's achieved his dream of a super-intricate show stopper

Words: Daniel Bevis Photography: George F. Williams

The pursuit of effortless is something that really characterises the modern world. A huge amount of effort goes into the act of making life simpler – just look at the radically reworked interior of Max Hawkes Mk3.5 Golf cabrio for proof. He can take his phone out of his pocket and leave it on his custom wireless charger, and it'll automatically start working with the wireless CarPlay function on his cutting-edge Kenwood headunit. How clever is that? This act of casual simplicity is shored up by an incredible level of complexity and effort, and that serves as a symbol for the car as a whole. Classy, crisp, tastefully finished... what appears at first glance to simply be a nicely looked after 1990s Golf reveals ever-deeper layers of graft and sweat the more you look. What we're observing here is four years of solid effort, the upshot being one of the most comprehensively modified VWs on the scene today.

The story begins, somewhat unusually, with Max being

gifted the car by his parents as something to practice his interior trimming skills on, and it's fair to say he picked up that baton and ran with it. "They probably didn't expect me to take four years to start trimming it though," he laughs.

VWs were in his blood from the start, having grown up around various classics that his dad was working on, and Max's first car – a Lupo – provided a solid learning curve. Road-trips with mates to buy wheels, fitting coilovers on the drive, this is the stuff lifelong memories are made of. Around this time he started an apprenticeship at celebrated trimmers d:claw Automotive, which was when the cabrio arrived on the scene. Then

another Lupo appeared, and a '65 Beetle, and a 6N Polo rally car... but all the while the Mk3.5 had been lurking in the background waiting for its time to shine.

"My dad bought it from a painter he used to work with, where it was being used as a work van and family car, so



the interior was absolutely destroyed," Max recalls. "It was completely stock, a 2.0-litre Colour Concept in Jazz Blue. The carpets were soaking wet with hydraulic fluid from the roof, and it had a few mouldy surprises around the interior. We also found endless toys and Lego men dotted around - which have been decontaminated and kept safe! Yet, for a Mk3 of its age, it had very little rust so it proved to be a perfect base to work from."

And without further ado, Max got to work. Having run budget coilovers on all his previous projects, he was keen to try air-ride with this one, so job one was to fit a used Air Lift setup with 3P management, and this was quickly followed by addressing that questionable Jazz Blue finish. So he began to prep for paint and, since there's no point doing things by halves, he also set about rolling the wings flat and filling in the indicator holes, relocating the repeaters and welding the aerial hole. The car received a smattering of USDM chic too, with the front bumper and rubstrip providing a transatlantic flavour along with the 'twindicator' headlights. (And if you're wondering why they're Mk4 headlights - the Mk3.5 cabrio was a facelift



of the Mk3, which kept the same body but adopted the styling of the Mk4. Clear? Great.) With these details taken care of, the shell was handed to a professional for a fresh new coat of Sahara Beige... and with the old 2.0 8-valve engine removed anyway, he figured he may as well swap in a 2.0 16-valve ABF. Why not, eh? The GTI-spec motor was treated to twin Weber 45s for an old-school twist, having been stripped, cleaned, serviced and painted. It sits in a beautifully smoothed bay, a custom manifold-back single-box exhaust helping it find its voice, and having had an astronomical quote to sort the wiring loom, Max opted to do it himself. "This was by far the longest and most confusing part of the entire project," he says, "although it did lead to

one of the funniest memories - accidentally having the horn wired to be permanently on every time the key was turned, making my girlfriend jump out of her skin!"

While all this was going on, he'd been putting a lot of thought into wheels; Max knew he wanted something custom and deep-dished, and ultimately landed on the



ABOVE: 2.0-litre 16v ABF, twin Webers with Piperscross filters **BELOW:** Leather trimmed custom Porsche cookie cutter split-rims



LEATHER WHEELS? WTF?!

We've seen a lot of weird stuff done to wheels over the years, but this might be the first time Fast Car has seen rims trimmed in leather. Max put these together with the help of buddy Laurence Burchall, taking a pattern of the custom split-rim Porsche cookie cutters' centres, cutting it out in leather, stitching it together, then twin-stitching in contrasting thread. The beautifully finished faces of the wheels then had to be savagely scuffed up to enable the adhesive to stick properly, and then it was a case of very slowly and painstakingly applying the new leather covers to the wheels. Looks awesome, doesn't it? No wonder Max recently walked away with a Top Ten award at the Players Classic... The original centre caps were trimmed to match, with Porsche crests lasered in by Laser Cut London, and the leather-trimmed wheels caught a lot of double-takes at the show; two of them are trimmed, with the other two being painted brown, which caused a lot of passers-by to circle the car in befuddled amazement - us included!

“One of the biggest modifications was to fit a doubleDIN headunit into the singleDIN dash”

BELOW: The DMX8019DABS is Kenwood's first wireless CarPlay headunit

idea of Porsche cookie cutters. These were reimagined as 16-inch three-piece splits, with the arches reprofiled to house their broad and staggered girth. “DR Services helped with widening the rear arches,” he explains. “No cutting of the outer arch skin took place, they were panel-beaten out to be at least 1.5-inch wider than factory while keeping the original look – meaning most people probably wouldn’t even notice this has been done! The inner arch was also cut and reshaped to allow for clearance of the tyre in the arch when aired out.

“Once the car was wired and water-tight, it was then the last push to go to a family friend’s business, JKM Motor Services,” he continues. “They did an outstanding job making the car run perfectly for the first time since we ripped out the old engine. It then went for its first MOT with the new engine, where it passed first time and was legally roadworthy! And then came the deadline: Players Classic 2019 at Goodwood, where I was on the stand for Kenwood. The final stage of this build was where my expertise lie – the interior build...”

This is where things start to get really juicy. Such is the level of detail, Max reckons he put well over four-hundred hours into the retrim, which frankly just boggles our minds. First stripping everything out, he meticulously planned where to fit the sound-deadening and position every element of the comprehensive suite of Kenwood upgrades he was planning. “One of the biggest modifications was to fit a doubleDIN headunit into the singleDIN dash,” he explains. “I wanted this to look as

original as possible, as if it was factory. With the help of John Mandeville, the entire centre section was modified and reshaped to accommodate the brand new, state of the art Kenwood headunit”.

The DMX8019DABS Multimedia System is one of the most advanced releases we’ve ever seen, the new headunit is the pinnacle of Kenwood’s popular DMX range, and the one with a monster spec that you’ll inevitably end up drooling over in Halfords when it hits the shelves this month. What makes this slimline mechless system so special? Well forget the term ‘game-changer’ for a second and think ‘wireless Apple CarPlay’!



VW GOLF MK3.5 CABRIO

ABOVE: One of the finest interior transformation we’ve ever seen here at FC HQ



ABOVE: The Kenwood PSW8 under-seat sub, often mistaken for a boot-installed 12-inch woofer, packs an 8-inch sub and digital amp into a clever aluminium acoustic box



ABOVE: The DMX8019DABS headunit is compatible with Kenwood’s amazing DRV-N520 dashcam

“The final stage of this build was where my expertise lie – the interior build...”



That's right, this box of tricks is the very first from Kenwood to use wifi to offer Apple CarPlay without the need for a hard cable connection. The future's wireless and Max is already ahead of the game. "I also created a wireless charging facility in the base of the centre console, so that I could effectively charge my phone while maintaining connection to wireless CarPlay featured within the new stereo," explains Max.

The doorcards were then extensively modified, carpets replaced in a more old-school style, and then a thorough design laid out for the retrim: Max wanted all of the stitching to flow from one panel to the next, a cohesive aesthetic with each piece drawing the eye to the next. Brown leather was chosen, with contrasting cream twin-stitch to tie the interior and exterior colours together. It's extremely cleverly done, with the stitching visually isolating the driver zone from the passengers, while the side sills run alongside to tie in the B-pillar and rollbar, finishing in the rear quarters and over the rear seat. The



BELOW: four-hundred hours went into the retrim

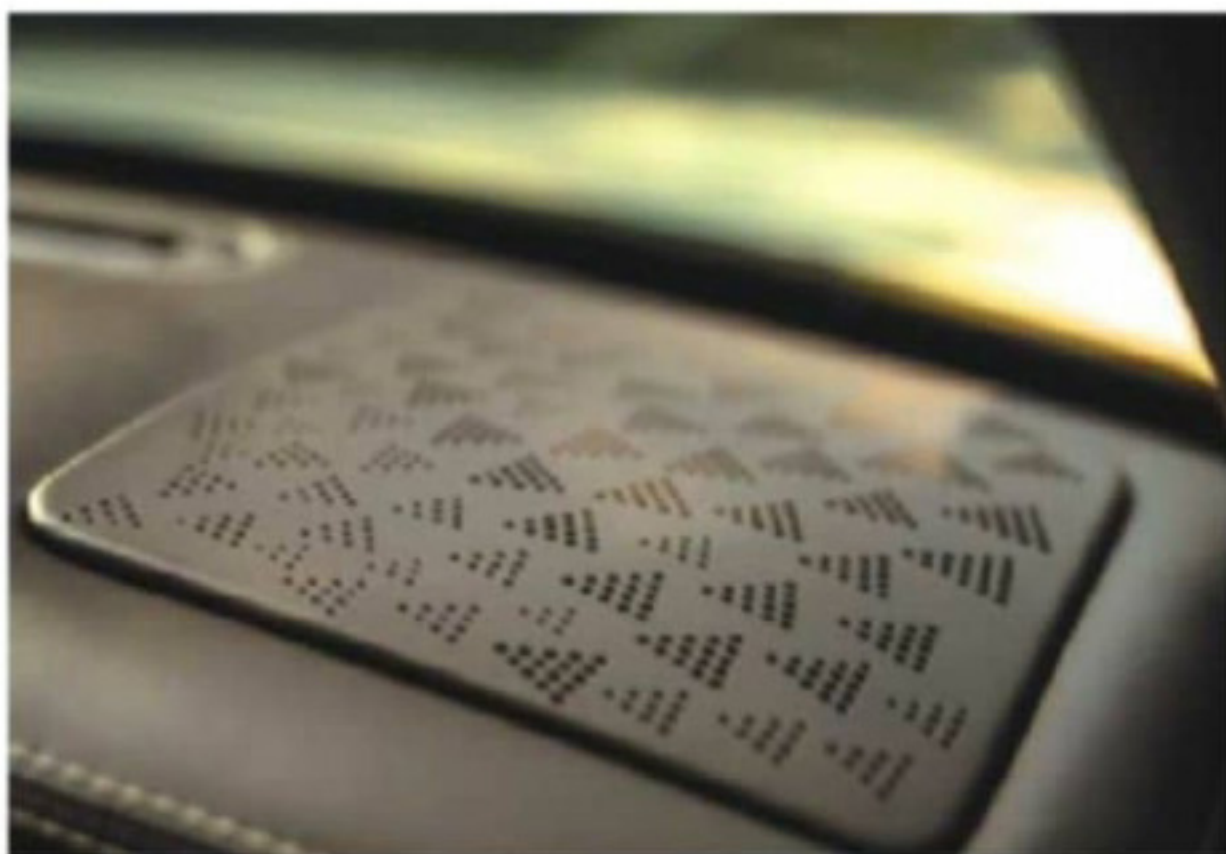
details are mind-blowing too – the fusebox cover has even been lasered with the original fuse order. The attention to detail is staggering.

"Aside from the stitching, I used a CNC machine – courtesy of d:claw – to perforate the speaker grilles on the doorcards and rear quarters," he goes on. "The pattern consists of a range of varying-sized triangles, inspired by the Kenwood logo, which expand toward the speaker itself. The CNC machine also produced the centres of the seats; this was a hard part to design, as I needed to ensure that it remained simple and fit in with the rest of the theme of the car, while also showing the capabilities of the machine. A lot of people may not notice that the perforation in the seat base fades from front to back, and also has a body-colour beige within the holes. The embroidery in the seats is perhaps not so subtle, but is an ode to all the companies that have helped me along the way."

With the Players Classic fast approaching, Max decided to trim two of his custom wheels in matching leather (see boxout), before trimming the original hoodbag to match. Everything on the car that could be refinished was, with

OWNER PROFILE:

Name: Max Hawkes
Age: 22
Occupation: Automotive Trimmer at d:claw
Instagram: @max.3.5
First car: VW Lupo
Favourite car: Mazda RX-7
Favourite mod on your car: The full retrim – people underestimate how much difference it makes within a car
Favourite show: Players Classic
Track day or show-and-shine? Show and shine
Lessons learned from this project: 1) Not to waste money on four unusable ornaments; 2) Don't stress, it's only a car – someone will know what to do; 3) It's much more fun and satisfying to do things yourself
What's next? 20VT engine swap in my Mk2 Golf, and a full nut-and-bolt restoration of my 1965 Beetle, hopefully to a standard that goes beyond even this car



TECH SPEC: VW GOLF MK3.5

STYLING:
Full respray in VW Sahara Beige, smooth USDM front bumper, 'twindicator' USDM modded headlights, brand new front wings rolled completely flat – with aerial hole welded over and side indicators relocated to USDM front rubstrip, rear arches rolled and panel-beaten wider by 1.5-inch to keep OEM look, custom brown mohair roof with tinted rear window

TUNING:
2.0-litre 16v ABF, twin Weber 45 carbs with Pipercross filters, manifold-back exhaust system with single rear silencer and twin upswept tips, custom expansion tank, battery relocated under rear seat and swapped for 2x race batteries, ABS delete (replaced with bias valves), top mount covers retrimmed, heater matrix inlet trim cover, gas strut trimmed, scuttle panel wiper clearance smoothed and trimmed, custom Pipercross cabin filter, engine bay smoothed, scuttle panel removed with chassis legs and side panels welded in – painted Sahara Beige

CHASSIS:
7.5x16in (front) and 8.5x16in (rear) custom Porsche cookie cutter split-rims – one side painted brown, one side trimmed in leather, original Porsche centre caps painted/trimmed to match with laser-etched Porsche crests, Air Lift suspension with 3P management, rear beam relocation plates (to centralise wheels when aired out), new OE calipers and discs all round, chassis notch for driveshaft, front balljoint extenders (to allow car to sit lower), custom power-steering lines and bottle

INTERIOR:
Dash centre modified to fit Kenwood doubleDIN wireless CarPlay headunit – heater controls and all switches moved to allow for larger unit, 12v socket relocated to glovebox, dash trimmed to owner's design, dash speaker grilles trimmed with Kenwood speakers pattern (designed by owner), lower glovebox trimmed inside and out, fusebox lid trimmed with laser-engraved fuse list, BBS steering wheel retrimmed with custom hand-stitch style, all interior plastics (apart from dash driver zone) painted to match leather, centre console retrimmed including wireless phone charger, all stitching flowing into dash as one loop to highlight driver zone, front windscreen surround and sun visors trimmed, front and rear doorcards trimmed with owner's custom-designed Kenwood speaker covers perforated and embroidered, front door pockets with leather inserts (for softer touch), window switches relocated from doors to centre console, speaker grilles modified with leather covers, full custom carpet set in brown twin-loop, retrimmed matching leather hoodbag, front and rear Recaro Colour Concept seats retrimmed with seat centres CNC machined perforated, stitched and embroidered by d:claw automotive

COVER CAR

our hero using a full six hides of brown leather. “My colleagues and boss helped massively, but nearly all of the retrimming was done by myself,” he says. “As a final flourish, I got my friend James Giddings to re-cover the BBS steering wheel - he said it was the hardest wheel he’d ever retrimmed in his entire career, a fact he pleasantly reminded me of every single day!”

The finished product we see today is sumptuous, fabulous, impeccable, and it’s key to remember that it was really all about the build: this Golf has basically been Max’s whole life for the last four years. A group of close friends helped keep him sane and pitched in where they could, but around 90-percent of what’s been achieved was all Max’s own work, and it really is a phenomenal achievement. Four-hundred hours painstakingly retrimming the interior alone, as well as finding cunning places for all of those Kenwood speakers, and of course that super-clever head unit; then there’s the flawless bodywork, the custom wheels, the hot-to-trot carb-fed ABF... the level of work and creativity in this car is simply unbelievable. So when you see it at shows – which you will – bear this fact in mind: it takes a hell of a lot of stress to look this relaxed. ■

AUDIO:

Kenwood DMX8019DABS wireless CarPlay headunit; Kenwood KFC X174 front door speakers, Kenwood KFC PS1095 rear quarters, Kenwood KFC dash tweeters, Kenwood X301 4-channel amp, Kenwood PSW8 under-seat subwoofer, Kenwood DRV N520 dash camera

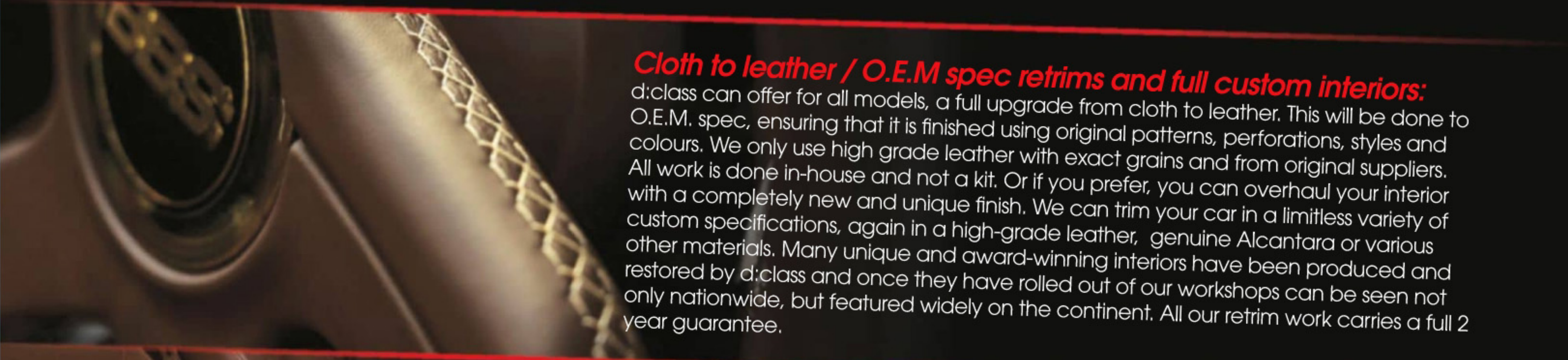
THANKS:

“I would like to say thank you to James Horwood, Bryan Butler, Craig Searle, Drew Stanley, Harry Pitcher, Kieran Bicknell, Dan Guiry: for the hours that they have put into helping build this car! Another massive thank you needs to go to Keith @Kenwooduk, for giving me the kick I needed to get the car done in time for Players Classic. I couldn’t have finished in time for that deadline if I didn’t have John Mandeville, David Price, James Giddings, Laurence Burchall and Andy Young and others at D:Class helping out. The bodywork wouldn’t have been complete without Angus for painting, Dave Rush on metal work and Barry for last minute crises! The wiring wouldn’t have been completed without help of a lot of people, mainly John Newman who knows so much about Volkswagens it’s unbelievable. Thank you to UK Hide, Pipercross, JKM, Meguiar’s, and Laser Cut London for the services and products that they supplied. And finally thank you to my parents for buying the car for me to begin with, and also Zoe for dealing with me through the past four years!”

When calling, please mention
Fast Car



d:class automotive ltd was established in 2005, and soon became the go-to trim shop for custom interiors in the modified scene, winning countless prestigious awards in the modified and classic car world. This led to numerous front cover features and articles in automotive magazines, cars featured in music videos and produced vehicles for the BBC. In 2013 d:class trimmed all the cars built here in the UK for the Fast and Furious 6 film. Since 2013, d:class have also been heavily involved within many areas of motorsport including trimming seats for race teams within Formula 1, 2, 3, DTM, WEC, GT series, Historic Masters and many more. Within the last three years, d:class have increased their input in the field of production and development work. This has led to work carried out for various vehicle and supercar manufacturers based here in the UK.




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In the summer-vine

Beauty and the Beast

Words: **Daniel Bevis** Photography: **Chris Frosin**

Liam Stolton's hardcore Mk2 Fiesta is so clean you could eat your dinner off it. But he didn't build it to win show trophies – this thing is a manic out-and-out track beast...

The creative tension between form and function has sat at the core of project car builds from the very beginning of modifying itself. Ever since Karl Benz looked at his Patent-Motorwagen back in 1885 and thought, "You know what, I might stick another wheel on that" [facts may vary, consult a historian], there's been a quagmire of internal wrangling: do I make it go faster, or look better?

Of course, if you're doing it properly, it's entirely possible to achieve both at once. Behold the Mk2 Fiesta hillclimber you see before you. Staggeringly attractive, isn't it? It looks like the sort of thing Darth Vader would tear about in when he grows weary of annihilating planets and pops off for half an hour to obliterate some hydrocarbons instead. And yet, despite the impeccable finish and glorious attention to detail, the form entirely follows the function – this hasn't been built simply to look good; it's been put together to be eye-wateringly quick in a competitive context. The fact that it looks so cool is simply a happy by-product of its focus, and proof positive that its owner, Liam Stolton, knows exactly what he's doing.

"I've always been into my old Fords, from a young age," he tells us, "and following in my brother's footsteps is where it all began. I was always working on them with him before I could even drive. It all started for me driving a white stripped-out and rollcaged Mk2 Fiesta with an 1800 Zetec, which was a laugh until it got written off when it was parked up outside work. There was something about old Fiestas that I loved so much,





Rear window louvres are for show, the rest is all for go



and I just had to get another one..."

With his line in the sand firmly drawn, Liam came across the car you see here advertised online – although it's safe to say that it was a pretty different car back then. A completely original, rust-free, two-owner example with only 35,000 miles on the clock, this 950cc 1984 Fiesta Bonus was the sort of thing that some purists might have preferred to mothball in a static collection, to remind future generations of the frugal simplicity of early-eighties proletarian motoring. But not Liam. He saw past the wheezy motor and tightwad spec to the true potential: namely, an extremely solid shell.

A MUCH NEEDED BOOST

"I didn't really have anything specific planned on what to do with it, but still I went and had a look," he recalls. "I remember the previous owner saying to me that it wouldn't stay that original for long and it would be ruined after I bought it! Fair point... next thing you know I'd slammed it, chucked a set of black steels on and fitted an ST170 on ZX9 bike carbs, leaving it in full sleeper spec. I drove that around for a year or so, but eventually started getting bored and decided to do something different – and that's when the supercharged build started."

Yep, this is a guy who certainly doesn't do things by halves, and he's also incredibly keen to get stuck in and do everything himself – fabricating, welding, painting, you name it. It took three years of solid graft to transform the Fiesta into what you see today, and what's emerged from the workshop is something really quite splendid. The supercharged element of the build involved bolting the Eaton M45 blower

from a Mercedes SLK230 to the ST170 engine, and, of course, there are quite a few knock-on mods that had to be carried out to suit. Liam's fitted an air-to-water chargecooler, and there's also a CrazyCage inlet manifold, a Sierra RS Cosworth alloy radiator, a 2.5-inch stainless exhaust system that exits to the side, and it's all governed by an ME221 ECU. The upshot of these monkeyshines is a safe 198bhp on the freshly rebuilt engine, which is running 5-6psi of boost with its stock internals. A strong and usable power level, with easy potential for more as the project evolves.

Naturally there's an LSD to help deploy all of this – a Quaife ATB, which works hand-in-hand with a Mk6 Escort IB5 gearbox, and a hydraulic clutch conversion with a AP Racing 4-paddle clutch. Intriguingly, the car's running the spindly little driveshafts from a 1.1 Fiesta. "They're like matchsticks, but they're holding on

Peekaboo



An Eaton M45 blower from a Merc SLK230 has been bolted to the ST170 engine

strong!" Liam laughs.

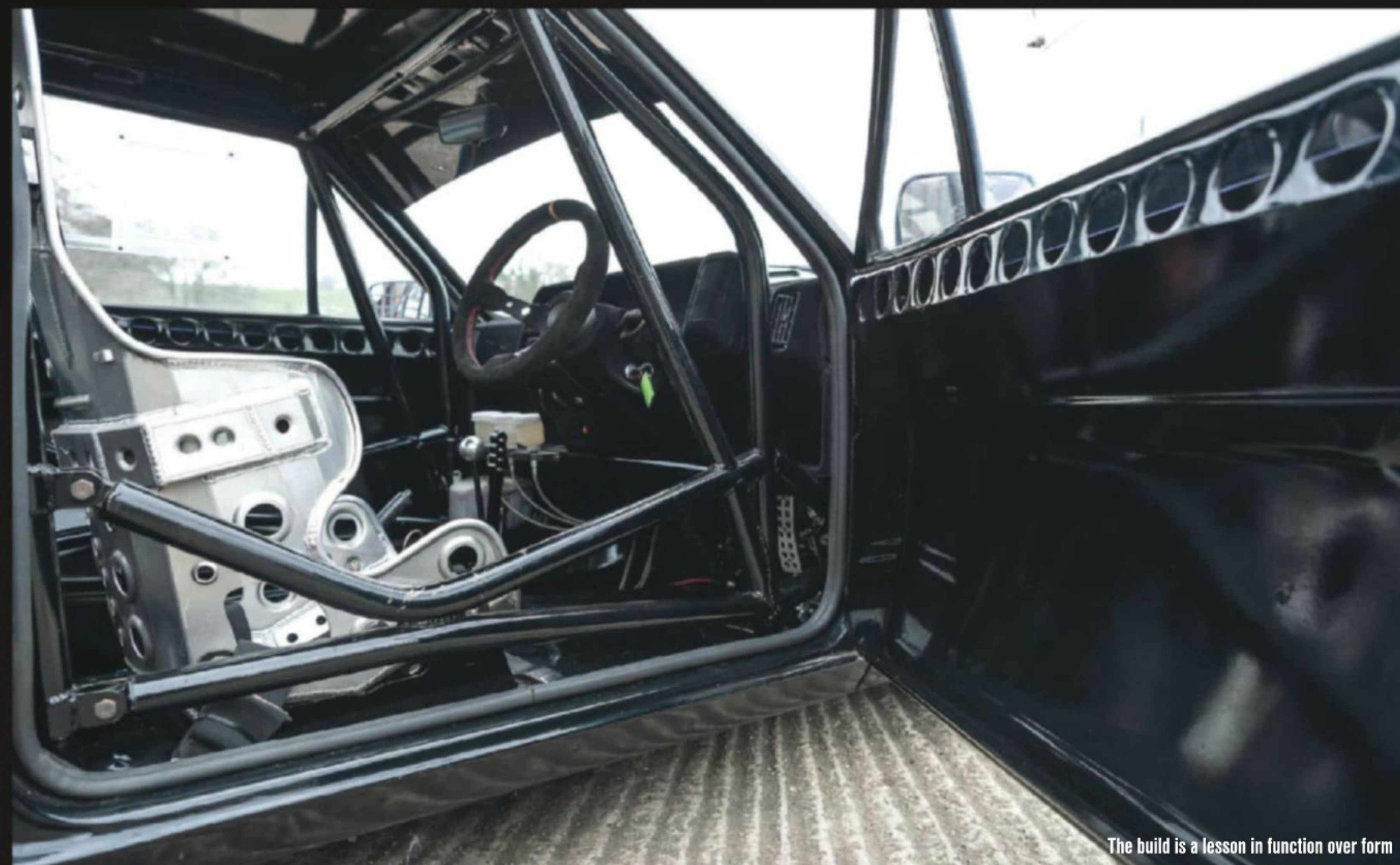
A huge amount of engineering ingenuity informed the running gear, and that's before we've even considered the chassis and aero upgrades. "A lot of work went into it, all carried out by myself," he assures us. "The only thing on the whole build that I didn't do was the aluminium welding, but I still made all the parts and got a good friend Leroy to weld them. Everything that I could replace for new I did, all the suspension and running gear was powder coated, and I did a full shell respray too."

BODY BUILDER

The aesthetics are what draw most people in, as it really is an aggressive-looking car. The Mk2 is such a familiar shape that there's something deliciously naughty about doing this kind of thing to it: the one-off front splitter with its jutting canards is first to grab your attention, unless you're approaching from the rear, in which case

“I'd slammed it, chucked a set of black steels on and fitted an ST170 on ZX9 bike carbs”





The build is a lesson in function over form

your brain will be ambushed by the colossal diffuser. It all just looks so damned serious. The rear window louvre is there for fun, although it does neatly tie into the aero vibe, and if you're scratching your head in puzzlement at the reprofiled arches, they're actually a set of Mk1 Golf items that have been welded into place to shroud those fat 7x13-inch steels with their sticky square-sidewall rubber. It's just as serious inside too: everything superfluous is stripped – Liam simply straps himself into the bare-bones minimalist Kirkey seat and hangs on. The doors and inner rear quarter skins have been gutted, and everything he doesn't need has gone in the bin. In addition, all of the fuel and brake lines now run inside the car to save them being damaged. There's also a full suite of high-quality gauges to keep an eye on that supercharged ST170, and, of course, there's a rollcage in there as well.

"The car isn't road-legal, and I don't plan it to be – although it could be very easily," says Liam. "It's only used on track and at shows. It surprises a lot of people out on track thanks to its power delivery from the supercharger, and I get asked quite often what's under the bonnet as the 'charger whine can be heard from miles away! One thing I get told a lot is how clean it is, which some people don't expect as it still gets hammered around the track!" With a solid chassis CV comprising modified Mk1 Golf coilovers, a custom adjustable rear beam and all manner of polybushing, it's certainly been built to be shown a hard time, and that's exactly what Liam uses it for. Sure, its gleaming finish and flawless construction mean that it's every inch the

static show darling when it needs to be, but this perky little Fiesta was primarily constructed for function. It just so happens that, as with all the best builds, the form has naturally followed. ■



Kirkey race seat matched to a Luke harness



TECH SPEC: MK2 FORD FIESTA

STYLING:

XR2 bumpers and spoiler, Perspex windows, fully cut out and lightened door- and rear quarter inner skins, welded-on Mk1 Golf arches, removable bonnet with 4x aerocatches, cold air intakes made from old headlights, one-off front splitter with side canards, boot floor cut out for massive rear diffuser, rear window louvres

TUNING:

ST170 2.0-litre Zetec, ME221 ECU and loom, Eaton M45 supercharger (from Mercedes SLK230 – currently running 5-6 psi boost), stock internals, custom billet crank overdrive, CrazyCage inlet manifold and engine mount, Vibra-Technics engine mounts, air-to-water chargecooler, 2.5in stainless side-exit exhaust system, Kubota lightweight alternator, FPE baffled sump plates, Sierra RS Cosworth alloy radiator, baffled aluminium fuel tank, Torques fuel filters, Sytec fuel pump and regulator, Mk6 Escort IB5 gearbox, Quaife ATB limited slip differential, converted to hydraulic clutch with Wilwood pull slave, Fiesta turbo flywheel, AP Racing 4-paddle clutch, rebuilt stock 1.1 driveshafts

CHASSIS:

7x13in ET0 JBW pepperpot steels, 175/50 Yokohama A048-R tyres, modified Mk1 Golf coilovers, fully polybushed, custom adjustable rear beam, XR2 brakes with EBC YellowStuff pads, Matt Lewis Racing braided hoses, adjustable bias pedal box with remote reservoirs, hydraulic handbrake

INTERIOR:

Kirkey lightweight aluminium seat, Luke harness, flocked XR2 dash, Stack boost gauge, Stack oil pressure gauge, AEM wideband gauge, OMP deep-dish steering wheel, fuel lines and brake lines run inside car, full multipoint rollcage

THANKS:

"Big thanks to my brother Martin, Leroy at Atomic Welding, and Phil at Miniature Manufacturing."

It's used in anger at every possible opportunity



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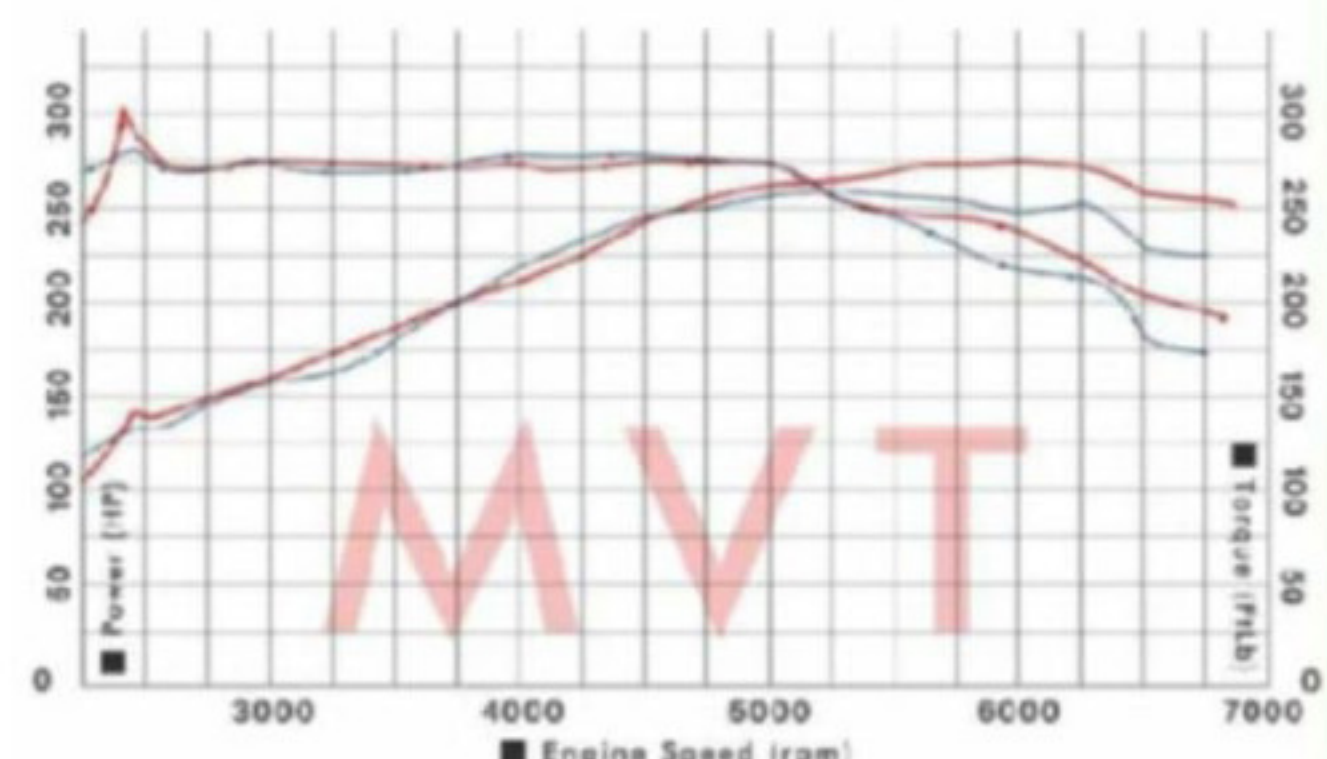
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New gear from the big wide world of car culture... **FRESH KIT**



FRESH KIT

PIONEER GM-D 4-CHANNEL COMPACT AMPS, FROM £139

Gone are the days when everyone wanted an enormous heavy showpiece of an amplifier in their boot to impress their mates. The world has moved on and crucially so has the technology.

Nowadays the power that used to take the sort of hardware that needed a Eddie Stobart special to cart around can be served up in a minuscule package. And this duo of brand-new 4-channel units from Pioneer are clearly some of the best examples to be found in 2019.

These compact full-system amps are called the GM-D8704 and GM-D9704, so obviously the silly names from back in the day (like 'Bowel Buster' and 'Inhalator') have gone too. But what's most important here is that they're only about the size of this page, which is not only tiny for 4-channel jobs that can put out gobs of power, but represents a 50-percent reduction in packaging over previous models. What's more, these wee beasts are now 1-ohm stable, giving

even more flexible wiring options when running multiple subs or speakers.

The science is sound; being Class D makes them super efficient, which basically means they can transform a much higher percentage of the input voltage into real voice coil-shifting power. They're also geared up more than most for modern applications by incorporating high-level inputs which can take the signal directly from a factory headunit – so you don't even have to own any aftermarket item, let alone a Pioneer one (which is very thoughtful of them, eh?).

All in all, these bridgeable amps have some of the best versatility on the market, and not just in physical small-footprint mounting, but in optimizing proper real-world RMS power for virtually any speaker or woofer system set-up. Oh yeah, and they look pretty damn amazing too! No messing about.

www.pioneer-car.eu

Top features

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GM-D9704
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High-level Inputs

NEW PRODUCTS

The shiniest and freshest mods on the market

TITAN 7 T-R10 FORGED WHEEL, FROM £530 (EACH)

These all-business, race-ready rims from the US of A are not only some of the most ridiculously spank-worthy fully-forged monoblocks we've seen for ages, but they're easily some of the most hardcore.

Finally available in the UK (through Tegiwa Imports), it's pretty clear that it's all in the details with these ultra-light items of loveliness. There's stuff we've seen before, like machined logos on the edges, ribbing on the spokes to add stiffness and weight optimisation where they machine out as much as possible without compromising on structural integrity. But, they've also thought of the things we've never seen, like a 'Gear Cut Knurled Bead Seat', which gives increased wheel-to-tyre contact for better traction.

What's perhaps the coolest bit though, is that each of these Orange County whoppers are engineered to be vehicle-specific, to optimise the performance of that particular car. They cover a range of top-flight motors from M3s and Huracans, to RX-7s and Evos. But, because there's only a few listed, it not only makes them desirable, but pretty bloody exclusive too. If you're not on the list and all that... www.titan-7.com

Sizes: 8.5, 9, 9.5 and 10.5x17, 8.5, 9, 9.5 and 10.5x18
PCDs: Vehicle-Specific Fitments Only
Finish: Machine Black, Satin Titanium



Top Race-Ready Mods

KLEERS HELMET SANITISER, £5

What self-respecting 21st Century gentleman doesn't need some of this in their life? (You speak for yourself son! – Jules) Stop sniggering though, because this rather novel helmet sanitiser will not only make your sweaty... er, let's just say 'lid, smell all nice and fresh. But it also uses silver ions to kill bacteria and help stop it re-growing in-between the most hardcore of sessions. Apparently, the ladies can use it too... www.aaoil.co.uk



DIRENZA GOLF GTD DPF DELETE, £190

We all know that turbo diesel motors are silly-tuneable, and we see more and more hitting the circuit these days... and not just Audi's Le Mans winning oil-burners either. VAG diesels have always been some of the best though, and this new DPF delete for the popular Mk6 Golf GTD will free up the biggest restriction in the exhaust system enabling a mapper to get you more torque than you ever thought possible. Who needs a GTi anyway? www.direnza.co.uk



7TWENTY STYLE55, FROM £220 (EACH)

Super-tough hoops and racing always have gone hand-in-hand and apparently these satin versions of the exceedingly concave Style55 stem directly from superstar drifter James Deane, requesting a set for his all-conquering track car. According to 7Twenty, they looked so tasty, it would have been criminal not to make a whole load more available to the rest of us. Which is rather nice of them, right? Offering a staggering 4.5-inches of concave goodness on the 10.5x18, and 3.5 on the 9.5x18, they have offsets of ET5 and ET15 respectively, so they're certainly one for the brave. Only 5x114.3PCD motorsport monsters need apply here. www.7twenty.co.uk



TOYO PROXES TR1 TYRE, £POA

The Toyo Proxes T1R has always been one of the more popular ultra-high-performance tyres on the scene so it makes perfect sense that they haven't deviated too much when thinking of a name for its replacement, the TR1. Less meetings, more pub, we can respect that.

But here's the thing; the no-nonsense moniker may be a bit of a mashup, but then, the whole tyre is a mashup of sorts – an expertly crafted combination taking the best bits of the old T1R and the brand-new Proxes Sport.

Built as an option purely for the more discerning enthusiast, these are available in various 14-18-inch sizes and offer an aggressive asymmetric tread that makes 'em a whopping 16-percent better for wet grip and cornering. The science is all in the magical pattern which has features like long slant grooves, open lateral slits and a wide straight centre groove to Promote wet performance. Along with an enhanced outside shoulder with high stiffness ribs and taper slits to improve cornering and stability. www.toyo.co.uk

✳ Engineering

SEALEY RECHARGEABLE PRESSURE WASHER, £90

Anything that makes the dreaded car show morning detailing a whole lot easier is more than OK with us. That's the main reason we love this new pressure washer from Sealey, but it's also particularly handy if you're a penthouse baller with no power socket in your parking space, or your mum tells you off for using the hose because she's "on the 'effing meter".

The real genius here is that it's basically a sealable 25-litre water tank with a built-in motor. It also features a patented Automatic Total Stop System to make sure you don't spend your whole life plugging it into the wall or the car fag lighter.

Equipped with an 8-meter hose, and including a whole load of cleaning essentials, we just can't think of anything better. www.sealey.co.uk



Awesome Audio



FC Exclusive

KICKER L7T THIN WOOFERS, FROM £180

And there was us thinking that the release, or should we say re-release, of the legendary Kicker square subs a few months back was the best modern update since the rather milfy Spice Girls went back on tour. But the thing is, Kicker haven't stopped there. Not content with re-engineering an audio icon for the modern market, they've just announced a whole load of slimline versions, the first of their kind anywhere, ever.

We all know that the advantage of thin subs is that they can be mounted in the places that other woofers cannot reach, like behind or under seats, and these are certainly engineered to be useful for that. The 8-inch version will work in a sealed enclosure as small as 5.7-litres for starters. Where slim subs normally fall down though, is on sheer musical punch, but that's not the case here, these L7Ts prove that you can get big bass from a shallow mount. In fact, Kicker Square subs have always been famous for being able to blow your balls off, and these are no different. Being square, they can shift 20-percent more air than any comparable round woofer. And there's all sorts of features like dual voice coils and a deep bumped top plate (for massive cone excursion, you see) to aid in bass reproduction. This will eat up 700, 1000 and a massive 1200watts for the 8, 10 and 12-inchers respectively too.

In other words, you can get all the nuclear-grade grunt that made Kicker a legend, in a space where no square sub has gone before. The bollocks, end of story. www.kickeruk.com



Coming Soon...

KENWOOD DMX HEADUNIT

We've just heard a whisper that Kenwood have developed an exciting new flagship multimedia unit to head up their infinitely popular DMX range. Apparently too, it will be Kenwood's first to feature wireless Apple CarPlay and Andriod Auto! We'll get our mitts on one and bring you the full lowdown in the next issue. www.kenwood-electronics.co.uk

SILVERLINE

LITHIUM POWERBANK & JUMP STARTER

A few years ago, I tested one of the very first realistically-priced lithium powerbanks on the market. It was from Silverline Tools, and very good it was too. I've used it to charge my phones and tablets for days on end when I've been away (you're always away – Jules), and to fire up numerous dead motors, ever since. In fact, it's sitting in my glovebox right now, ready for action, as always. My trusty little jumper is the predecessor to this new item, which goes on sale at the end of the month. But, while this upgrade has changed the original unit for the better, the idea remains the same. Put simply, this little box of electronic wizardry could be the perfect glovebox companion...



THE VERDICT

I've always been a big fan of products like this. Purely because, here in the modern world, there's two things that we need to work properly all the time – our cars and our phones. There's also such a thing as 'Sod's Law', you've probably experienced it yourself, and Sod's Law expressly states that both will go flat at the worst possible moment, leaving you right up Effluent Estuary. These sort of tools are simply your chance to make sure that you have a paddle.

The original one went down exceedingly well, over the last few years they've sold about a gazillion of 'em. And, as I (probably) said back then, the key is the dual purpose. It's not like you're shelling out for a jump pack that you'll only use now and again. Having the ability to utilise this as a normal power bank means you get your money's worth... even when it's not a lot of money in the first place.

What's nice here though, is that they haven't compromised on the quality to make this happen. This comes with a smart protector unit with suitably chunky 10AWG (200DegC) cables and insulated copper spring clamps. Not the silly, piddly wires that you see on many unbranded items... usually the ones without a lifetime guarantee. This means they won't get hot and melt, and the rather clever protector unit ensures you simply can't cock up the connection, safeguarding you and your car. It's details like these that can make or break a product in the real world, especially when it comes to tools.

Over the last model, this is a simple case of refinement. Silverline have clearly listened to feedback and made improvements without missing the point of why we wanted one in the first place. I guess, it's a bit like your phone upgrade every couple of years.

The old model is excellent, this update is even better. I can't think why you wouldn't want one.



IN THE BOX...

First up; the changes. For a start this one comes with a posh carry case and a Mini-USB/Lighting/USB-C multi-connector, extras that always give a bit more of a premium feel.

The heart of the unit, technically known as the boxy bit, has been beefed up significantly. The old one was solid, but this, with its polycarbonate shell, appears to be even tougher, and more suitable for a workshop environment or bouncing around in your boot. It'll take quite a bit to smash this one to bits, which cuts down on the worrying where you leave it. Not that I recently left the test unit on top of my Beetle engine and drove for 40-miles before I remembered, you understand. Let's not mention that to Silverline!



Anyway, the physical dimensions (which are similar to an iPhone) are about the same as the previous model, albeit a smidge thicker, and so is the price. This, as with most Silverline kit, comes in at thoroughly entry-level money.

You also get a bigger, more powerful torch/strobe/emergency beacon, a much clearer battery life indicator and dual USB charging ports because, well, one device just isn't enough nowadays, right?

It may be small, but inside there's a 6000mAh battery, which is enough to serve up a whopping 400Amp jolt to start any car up to around 2.5-litres. The best bit though, is that it has the capacity to do this time and time again between charges. In other words, it won't run out of juice when you most need it.

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AWESOME OE COLOURS

TOP 10 AWESOME OE COLOURS

When did the world turn greyscale?

Look out of the window right now, we can guarantee that about ninety-percent of the cars you can see will be white, black or silver. Where's the fun in that? It used to be the case that the most popular choice was 'resale red', but the buying public are far too conservative these days.

That's not to say that manufacturers aren't having their fun, of course. While the Smiths next door may be most likely to spec their Qashqai in something anonymous and inoffensive, there are still plenty of unusual paint shades populating the colour charts if you dig deep enough; the enduring popularity of matte and satin finishes means that BMW will happily sell you an M4 in Frozen Grey, Bentley offer a host of premium satin hues, while Ferrari reckon their new matte red option isn't for

aesthetics, but is in fact 'a weight-saving measure' (yeah, right). On the shinier side of things, bright yellow's made a comeback – you can buy a Nissan Juke in the same shade that British Telecom used to paint their vans in the eighties, for some reason – although the overriding enthusiasm among the buying masses these days is for grey. People just can't seem to get enough of it, it was the number-one best-selling colour in 2018, and it looks to be topping the charts this year too. But there's more to paint than fashions and fads... here's our pick of the top ten coolest ever OE colours. And this really took some narrowing down – we could have done a top ten of the blues alone; Mazda's Mariner Blue, Nissan's Bayside Blue, Audi's Nogaro Blue... but we had to be ruthless. Take a look at our final countdown and see if you agree!



Rubystone Red

This timeless Porsche shade is red in the same way that Triumph's Nuclear Red is red. Which is to say it's not red at all, it's pink. But shhhh, you'll upset the Porsche Owners Club if you say that...

The marque has a long history of offering their more boisterous models in appropriately shouty shades, like Viper Green and Mexico Blue, but it takes true strength of character to spec your car in bright pink and then go around telling everybody it's actually red. You can imagine the Paddington-like hard stare you have

to give as you say it.

Bloody strong choice of colour though, isn't it? It looks especially awesome on the 964, particularly the extravagantly bewinged RS models, and there's one moneyed lunatic out there who's even repainted an ultra-rare Carrera GT supercar in this astonishing splash of raspberry.

But it's not red. Don't let them fool you. Rubystone Red is pink. And while most pink cars look hideous, these Porsches always just look achingly cool.

Nardo Grey

Oh look, it's a shade of grey. Well, we sort of had to really, didn't we? So-called 'shiny primer' burst onto the scene a few years back and it's proved incredibly successful: Ford offer the Focus in Stealth Grey, and the Fiesta ST200 had a special Storm Grey, Porsche can sell you a 911 in Crayon Grey or Fashion Grey, but the daddy of them all (and the one we've seen sprayed onto countless project cars lately) is Audi's Nardo Grey. For around five years, four-ringed high-performance models have been offered in this now-iconic hue – the R8, RS3, RS4, RS5, RS6, they've all been slathered in it and the buying public just can't get enough. It's a polarising colour choice, as the majority of people really, really like it, but those who aren't fans can be properly scathing, asking why you'd put so much effort into polishing the primer instead of painting it a real colour. Which is a bit mean-spirited, we reckon. Live and let live, let's enjoy it and surf the swelling tide of grey – after all, on the right car (and in particular, the right Audi) it looks completely awesome.



Liquid Yellow

Here's an example of how the right colour can totally transform a car. You see, traditionally-speaking Renault were never that adventurous with their colours; back in the day you could have your Mk1 Clio or your 19 16v in Williams Blue, which was attractively sparkly, but aside from that there wasn't a lot of excitement on the palette. This changed with the advent of the Clio V6, an insane mid-engined brute which, weirdly, you're most likely to spot painted in a boring shade of silver. But Renaultsport also decided to offer it an incredible new shade called Liquid Yellow, which turned out to be a bit of a game-changer. It was exactly the sort of boisterous look the V6 Clio needed, and the colour's been a stalwart of the Renaultsport range ever since. You can see why – it's not just yellow, it's REALLY, REALLY YELLOW, and there's a gorgeous pearlescence to it that shimmers through gold and silver and all sorts in the light. It's no surprise that Tom at Meguiar's chose this colour for his 5 GT Turbo in the recent build-off – those old-school hot hatches shouldn't have been sidelined with anonymous reds and blacks and whites, Liquid Yellow is exactly what a lunatic hot hatch deserves.



Midnight Purple

Nissan's R33-generation Skyline GT-R was a pretty astonishing thing. While the R32 that came before it came to be known as 'Godzilla' when it proved to be utterly unbeatable in Touring Car racing (and, quite possibly, because it ate Tokyo), the R33 was even more mental. It was lower, wider, more technologically advanced, and a full 21 seconds quicker around the Nürburgring. And when a car's this bonkers, it needs a bonkers colour to herald its arrival, and that's exactly what Midnight Purple was. It's become a fan favourite over the years, with its magical ability to look like entirely different colours in different lights – a vibrant

Cadbury purple in bright sunshine, yet almost black when it's in the dark shadows.

The fun part, which a lot of people don't realise, is that it actually was a bunch of entirely different colours. Nissan did three separate versions – LP2 Midnight Purple, LV4 Midnight Purple II (which appeared on the R34 and had a bluish tinge), and LX0 Midnight Purple III (which seems almost green from some angles). Each variant is legendary though, and it's so typically Japanese to make slightly different versions just to confuse people. We love that.



Championship White

It's interesting how white has changed in popularity over the years. Back in the 1980s and '90s white cars were the cruddy base models – you only had that if you were too cheap to shell out for a proper colour. You could get a rattle-can of Appliance White from the local motor factors, the same colour of paint you'd find on your washing machine, and that'd be good enough to touch up pretty much any white Nova or 205. But then, about fifteen years ago, manufacturers started painting their high-end concept cars in carefully-formulated new mixtures of white, and everything changed: suddenly every single fully-loaded Audi on the street was finished in white. It became a mark of class and taste.

The godfather of them all, however, has to be Honda's Championship White. Over at Honda, white never equated to either cheapness or luxury, it was always about motorsport. And Championship White was the signature colour for the Type R factory hot rods: the EK9 Civic, the NSX-R, the DC2 Integra, they all came out swinging in this crisp, pure-as-driven-snow paint. It may have been absent from the UK-spec EP3 Civic line-up but the higher-spec JDM variant was resplendent in Championship White, and it's something you can choose on a brand new FK8 Civic today. It's the colour of hardcore road-racers.

Green Hell Magno

Putting 'hell' in the name of anything is bound to make a statement, it implies a certain scariness and a no-f**ks-given attitude. It's important to point out, however, that the third word in this particular paint name is 'Magno'. We're not looking at Green Hell Mango, although that would be a much more amusing name to bandy about. This is a colour specifically formulated for the AMG GT R, which is itself a pretty terrifying car. Honed and refined at the Nürburgring, that's naturally the source of the 'Green Hell' part of the name (it was the nickname given to the Nordschleife by Jackie Stewart in the 1960s) – but the 'Magno'? Well, it's the name of a Mexican wrestler, or a slang term for a snitch, or... well, your guess is as good as ours, really. Sounds good though. And the colour itself is absolutely magnificent – you wouldn't think that a froggy cartoonish green would work on a super-coupé, but there's something about that frosty finish that means we just can't tear our eyes away.

Impressively, Green Hell Magno paint is a £7,500 option on the GT R. So it's not just a colour, it's an expression of very, very deep pockets.



Cascade Violet

TVRs have always been a bit mental. When all other sports car manufacturers in the 1990s and early 2000s were making great efforts to boast about their superior crash structures and advanced accident avoidance systems and what-have-you, TVR basically waved two fingers at the concept of safety and reasoned that if you were dumb enough to crash, you were on your own. So they shoehorned massively powerful engines into lightweight fibreglass bodies, didn't bother adding any of that namby-pamby stuff like ABS or airbags or traction control, and sent their customers out into the wild with their fingers crossed.

With such a mad attitude comes mad cars, and the styling of the era was borderline insane: the Cerbera, Tuscan, Sagaris, Tamora, T350C and all the other TVRs that arrived on the scene offered riotous fusions of curves and slashes and oblique angles, more like spaceships than cars. And of course they had mad paint to suit – we've picked Cascade Violet as our favourite here, as it phases

improbably between purple, blue, green and gold depending on where you're standing, but TVR had a whole range of these colour-shifting options. They offered five different types of multicolour paint finishes – Chameleon, Reflex, Nebula, Cascade, and Spectraflair – and each one could be subdivided into a near-infinite galaxy of choices; Chameleon Orange, Cascade Indigo, Reflex Burnt Olive, it was never-ending.

These shapeshifting finishes were very much at the cutting-edge of paint technology at the time: the cruise scene was rife with Cavaliers and Escorts painted in Chromaflair, and Nissan themselves even got in on the action, offering factory chameleon paint on the Primera and Micra. Which looked great in the showroom, but turned into a total pain in the arse when the old biddies brought their Micras back to the dealership to have the paint on the bumpers touched up after the inevitable car park dings. Turns out that if you want your car to be eight different colours at once, it's quite hard to paint.



Silver Birch

It's a weird quirk of the automotive world that silver cars usually look a bit crap and cheap. In all other aspects of life, silver is aspirational and premium and fancy; plus, as is the nature of human beings, we just love shiny things. When it comes to cars though, silver often denotes a base model, a cheapo basic colour that the buyer didn't specifically choose, they just received it by default.

We can make a clear exception for Silver Birch, however. This is a silver among silvers, an all-time classic, an icon. It's the colour that James Bond's Aston Martin DB5 was painted, and there aren't a lot of cars cooler or more desirable than that. C'mon, it had rocket launchers and bulletproof shields, the number plates rotated to displays tags from different European countries, it could deploy an oil slick at will. It had an ejector seat! It had sat-nav, in the 1960s!

Yes, Default Silver is a bit rubbish. But 007 Silver Birch? That's in a whole other league.



Keep your paint fresh with Gtechniq

Gtechniq. They are one of the most respected names in car care with a humongous product range. There's not enough room in the entire magazine to review even half of their catalogue, so we've focused on these four exterior enhancing products...



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C2 Liquid Crystal,

from £11.99

There has been a lot of buzz around ceramic coatings in the last 12 months and although a few companies have come up with some more financially viable options, ceramic coating your car is still an expensive process. A cheaper alternative is to use an extremely durable silicone-based sealant, and Gtechniq's Liquid Crystal is just the stuff.

This spray-on sealant will last up to 6 months and has many of the benefits of a ceramic coating without the extreme cost and prep. You simply spray on and buff off; a revolutionary way to make your car stay cleaner for longer!



W4 Citrus Foam,

from £13.99

Snow foam is magical stuff and Gtechniq's W4 is one of the best we've ever tested. It doesn't just look good in Instagram pictures, this pH neutral formula has been combined with an effective citrus degreaser, making it super tough on road grime and bug splatter without damaging coatings, delicate trim or chrome parts. Basically, you need W4 Citrus Foam in your detailing arsenal. For best results, use with a foam lance.



W6 Iron and General Fallout Remover,

from £5.99

Iron and fallout removers are often overlooked as wheel cleaners, but their use is just as important on your car's bodywork as the wheels. W6 has a thick gel-like formula that clings to vertical surfaces helping to degrease them and it has been formulated to offer the safest and most effective removal of potentially damaging fallout. In addition to its exceptional fallout removal function, W6 has a corrosion inhibitor and additive designed to combat the effects of acid rain. Clever stuff that's a must for any detailing buff.



Citrine Yellow

It might be the fact that it's sunny outside and we can't stop dreaming about beer gardens, but we've had to stick another shade of yellow in our top ten. This one, Citrine Yellow, is an oh-so-nineties effort with a peppy vibe and an up-and-at-'em attitude. It's the colour you would have found slathered on the Mondeo Si, and it was wholly appropriate in that context; you see, Ford had been having a bit of trouble getting buyers excited about sporting variants of the executive saloon/hatchback. Sure, the Mondeo was shifting units in incredible numbers, but it didn't exactly scream 'sports car' on the school run or in the supermarket car park. Ford's answer? Bolt on the full RS bodykit, whack in a shorter-ratio gearbox to go with the 2.0-litre motor, and paint the thing in a ridiculous new colour called Citrine Yellow, a sort of vibrant lemon-lime affair. These cars were farmed out to dealers to act as demonstrators (Hendy Ford got fully into the idea and rebuilt the engines with different cams to squeeze out some more grunt), and the public really took to the idea. At the height of 1990s modding culture, suddenly everyone wanted to paint their own fibreglass-clad Nova or Golf in Citrine Yellow. Ford probably made more cash off the paint sales than they did from the Mondeo Si itself. Smart move.



The entire late-1960s/early-1970s Chrysler colour chart

Muscle cars were famously ostentatious, that was the whole point of the genre. You take a sensible-ish saloon platform, drop a rakish coupé body on the top, then shove a stupidly massive V8 under the bonnet. Handling didn't matter as these cars were essentially built for one thing and one thing only: to go as fast as physically possible in a straight line for a quarter of a mile, before asking Peggy-Sue to hop in the passenger seat to cruise down to the diner, then the drive-in, then hopefully to Inspiration Point.

The Chrysler Corporation understood this whimsical nature better than most, and the colour charts for their Mopar muscle cars were positively brimming with iconic and wonderfully-named 'High Impact' paint shades: Top Banana, Sub-Lime, Go Mango, Plum Crazy, Sassy Grass Green, Panther Pink, Vitamin C Orange, Citron Yella... and that was all in addition to the forty-or-so standard colours available. If only today's manufacturers could be that silly. We had a look at the paint chart for the forthcoming Polestar 1 and, as cool a car as that is, you'll literally only get it in black, white or grey. Bring back the crazy, we say!



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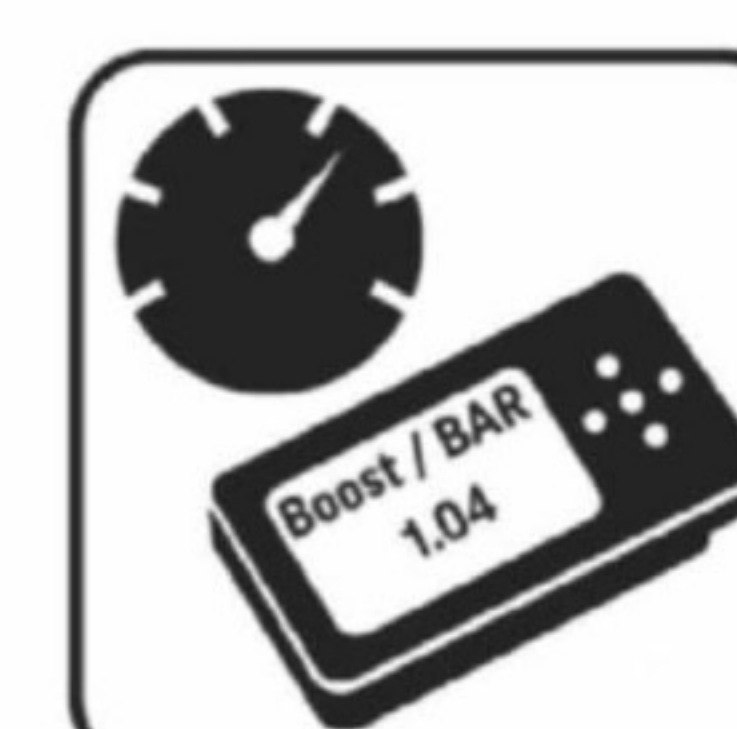
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Words: Midge Photos: Slim Jules

DIY DAY JOBS & WEEKEND WONDERS

SELF SERVICE

This month we get down with the essential mucky stuff...

We all know that any car needs regular servicing to keep it in tip-top shape, that's why most cars have a 10-12K mile, or yearly interval where you need to take it in to a garage to get your book stamped. The truth is though, you can never really service a car too often, and that goes double if it's hard driven, you cover far more than the average miles in a year, or if you are partial to the odd track day.

What we're doing this time is a simple home oil service. We're not suggesting that you never take your car to the professionals of course. Many will check the whole thing over and advise on other work that needs doing. But, when you know that all is well (if you've just had an MoT for example), it's never a bad idea to treat your ride to some fresh new oil and a filter. And while you're there, you might

as well change those air and pollen filters too – the bonnet's up already, right? So, here's how you can save a few quid by doing it yourself...



DO IT!

1 POLLEN FILTER

We'll start with the pollen (or cabin) filter, because this is the one that's most overlooked. In fact, most of the time you'll find yours to be pretty dirty because it's rare for people to bother to change 'em. It could have been in there for years!

When you think about it, it's all a bit silly. They're not expensive and these are the only thing that stop pollen, not to mention all the other nasty shit floating around on the roads, from being sucked into the cabin. There's also the fact that a filthy blocked filter won't do wonders for the life of your air conditioning system.

If you live in a heavily populated (hence polluted) area you can already see the merit, right? But rural areas are just as bad, there's all sorts of muck in the air there too. Often you'll find that weird cabin odours can be eliminated just by swapping filters.

On the bright side, changing one of these is



an easy job. You can't really go wrong here, and there's plenty of forums that will tell you exactly where yours is located.

For most of the cars we see in FC you'll find the filter housing under the scuttle panel, although in others it will be in the cabin behind the glovebox. You might be lucky (like with this E91 Beemer) and find the housing right in front of you under the bonnet. Quite often though, the real trick is getting to it. You may have to remove the glovebox or the wipers, the best advice is to be methodical and take note of any screws, nuts or trim you have to remove.

Once you've found yours it will be a simple case of unscrewing or unclipping the housing, sliding the old filter out and popping the new one in. Make sure the new one goes in the right way around and you're sorted. Lovely clean air for all!



THE GEAR

Fitting Time: Give yourself a couple of hours, just to be safe.

Cost:

Oil filter, from £5

Pollen filter, from £8

Air filter, from £9

Oil, from £30

Sump plugs/washers, from £1

Our Costs: BMW 325i E91

Oil filter – £11.49

Pollen filter – £25.49

Air filter – £26.99

5w40 (6-litres) oil - £68.48

Sump plug - £2.29

All the parts you need will be vehicle-specific, even the oil has to be the correct grade. The essential thing is to make sure that you have the right gear, parts that are designed to fit your car exactly. There's nothing worse than getting halfway through a job like an oil change and finding you have the wrong filter, it's not like you can use the car to go get a new one, right? That's why you go to a trusted supplier like Euro Car Parts. They'll get you the right parts at the right price, it really is as simple as that.

This time we'll be doing three separate service jobs; the air and pollen filters, along with an oil change. All stuff that's useful to do in-between main services, and all bits you can do yourself.

Specialist Tools:

You get to use lots of lovely tools for this one. Most of 'em you'll already have though. A jack, axle stands, screwdrivers and sockets will usually be needed, but none of these are anything out of the ordinary.

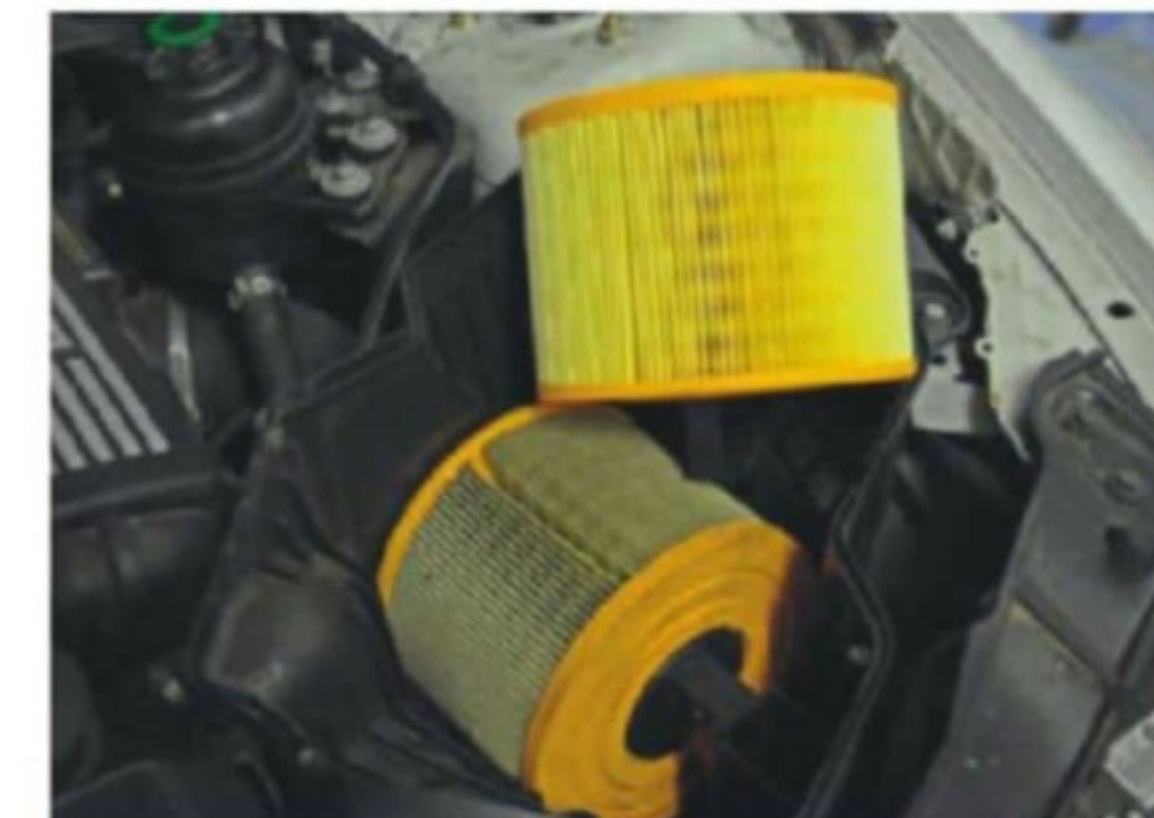
Specialist tools wise, you'll likely need an oil filter removal tool and you will definitely need a torque wrench. Sometimes you'll need some extra drain keys, but that's rare.

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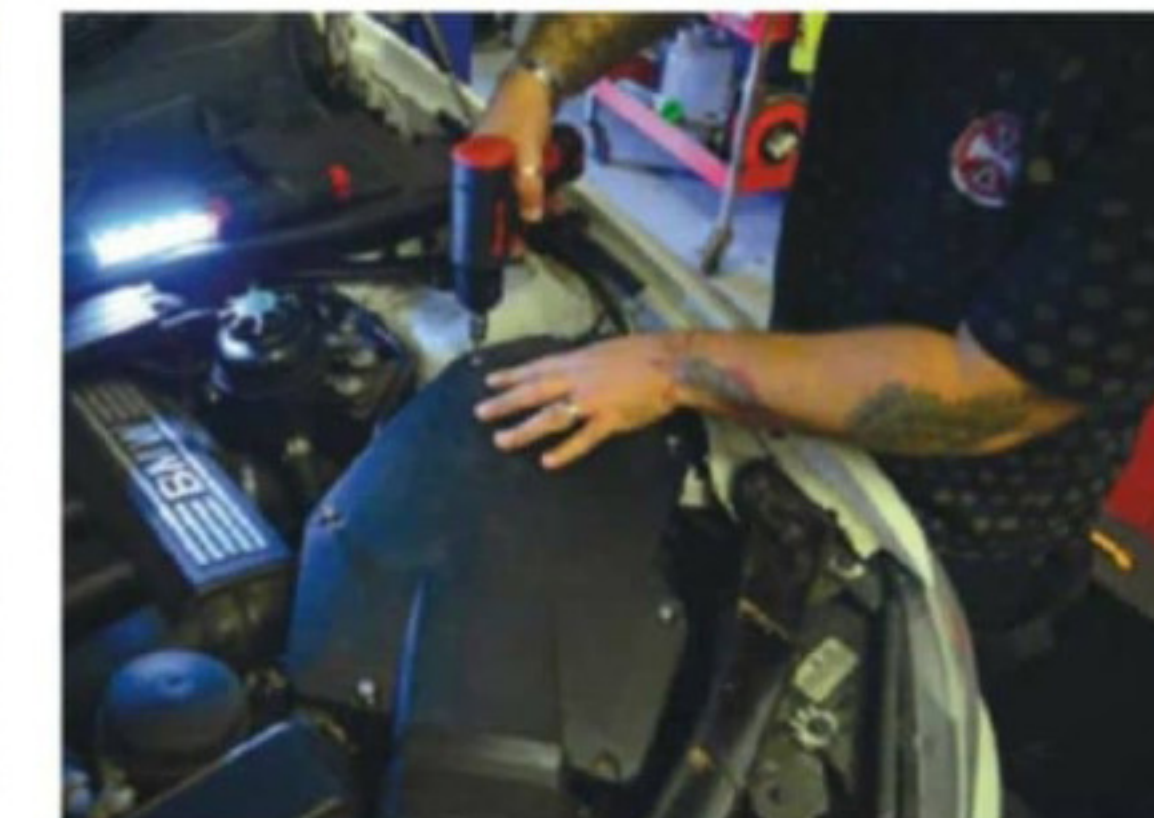


2 AIR FILTER FITTING

Now we're getting to the really servicey stuff. Changing the air filter is perhaps the easiest job out there. We all know what air filters do – clean the air that's on its way to your engine. And, although standard paper filters don't flow as much air as performance panel filters or aftermarket induction kits (incidentally you can buy many of these at Euro Car Parts too), they still do a great job of protecting your lump, just as long as they're changed often.



The best bit is that, generally speaking, you'll find the airbox as soon as you open the bonnet. After all, manufacturers don't want to make it too difficult for their dealers, right? On an older car (one with a carb setup) this will usually be a big frying pan style-box on top of the engine and a simple case of unbolting the top, and popping in the new filter. But in the vast majority of cases, you'll have a fuel-injected motor, with an airbox that



sits somewhere to the side of the engine. Once again, it's very straightforward. The top of the airbox will either be clipped or screwed down. Get this off, pull out the old filter, and drop in the new one. Most of the time they'll have a flat panel filter, but they come in all shapes and sizes. Just make sure you get the filter in the right way (take note of the one you're taking out) making sure any rubber seals are seated in the box properly.



3 ENGINE OIL

Out of the servicing jobs this may be the biggest one, but it's still relatively easy. Of course, it's even easier if you have a lift (especially if you're getting old and your knees hurt), but that's not to say it's not simple enough anyway. Assuming you're not using a pump (we'll get to that), getting access to the sump and oil filter is the only challenge.

Most of the time it's a simple case of getting the car in the air, so jack it up and secure it on axle stands. It's not always possible of course, but in an ideal world it's best if the car is level to make sure

all the old oil comes out of the bottom of the sump (especially if the sump plug is on the front of the engine). Many take the time to jack the front and the rear of the car to be safe.

For most cars you'll need to remove the undertray, although once again we're lucky because BMW have had the foresight to put in a little flap. Before you remove the oil, you'll want to make sure the car is at operating temperature, this will help it flow out more easily. So, start her up, and let her run for a bit.

4 DROPPING THE OIL

There's two main methods of draining the oil. The first is using an extractor pump, a method many main dealers choose. These are designed to fit down the dipstick hole into the sump and create a vacuum to suck out the oil. You don't even need to lift the car if you have one of these.

The chances are though, you won't, so the far more common method is to simply undo the sump plug and let the oil drain out into a suitable container. You'll need an old bucket, a drain tray or your mum's washing up bowl (trust me, she'll love that). Just make sure the container you use is big enough (yes, I've made this mistake myself). Simply speaking, larger engines have a larger oil capacity... but you'll already know that because you've just ordered the right amount of new oil.

When it comes to sump plugs, these can be anything from a standard bolt, to a torx or hex fitting. In some rare cases they can require a special drain key for removal. Obviously, it makes sense to check that you have the right tool first. (In our case it's a normal 17mm bolt). Remove the oil cap at the top, whip the sump plug out and let the oil drain... be careful though, don't forget that engine is still hot!





5 SUMP PLUG

Sump plugs need to seal properly to stop all your oil dripping out, that much is obvious. The way that most do this is by using some sort of washer and this will nearly always need to be replaced. On some cars (particularly VAG motors) the washer isn't designed to be removed from the plug, and that means you'll need a whole new one. That said, they're cheap and most of the time it's best to get one anyway (as we have) just to be safe.

Once you have your new plug or washer (or both) you'll need to screw it back in and tighten it to the manufacturer's recommended torque. This is vital to make sure it seals properly without stripping the thread in the sump. Many modern cars use alloy sumps, and these can be damaged with much less torque than you might think. Don't just hang off it, use a torque wrench and you can't hurt it.

6 OIL FILTER

Before you put in your nice new oil, you'll want to change the filter. These will almost always be full of old oil, so for starters, make sure your container is right underneath, ready to catch any spillage.

There's two types of oil filter, the common 'spin-on' type, and the ones like we've got here; cartridge filters.

The first trick is to find yours and work out whether you take it off from the top or underneath. On the rare occasion it may be necessary to get access through the wheel arch.

For a spin-on job you'll usually find that you need a special tool to get the leverage for removal. These come in all shapes and sizes, but they all do the same job. Once you've unscrewed the filter and cleaned up the mounting surface, you can 'spin-on' your new one.

It's always best to prime these filters by filling them with new oil, but this will depend on the angle that they screw on - it's no good if all your oil ends up on the floor. The idea here is to make sure oil is pumping around the engine for the first few seconds when you start up.

With a spin-on filter it's also essential to lubricate the rubber seal with a little clean oil and screw it back on hand tight.

A cartridge filter, as you've probably guessed, fits into a cartridge. You'll need to unscrew this cartridge pull out the filter inside, and then clip in the new one. A couple of things to remember here is to replace the rubber sealing ring on the



cartridge (and lubricate with some clean oil). This will usually be included with your filter. You'll also need to use a torque wrench to tighten it up to the right spec, it's only plastic after all.

With some BMWs the procedure is a little different, the cartridge filter is often at the top of the engine, and is best taken out before dropping the oil to enable any old oil to drain back into the sump. You can then pop in the new one just before you fill up. With this particular cartridge there's an extra (smaller) O-ring that needs to be fitted too.

7 NEW OIL

With the filter and sump plug reinstalled, you can put in your new oil, but first make sure your car has been dropped down on level ground.

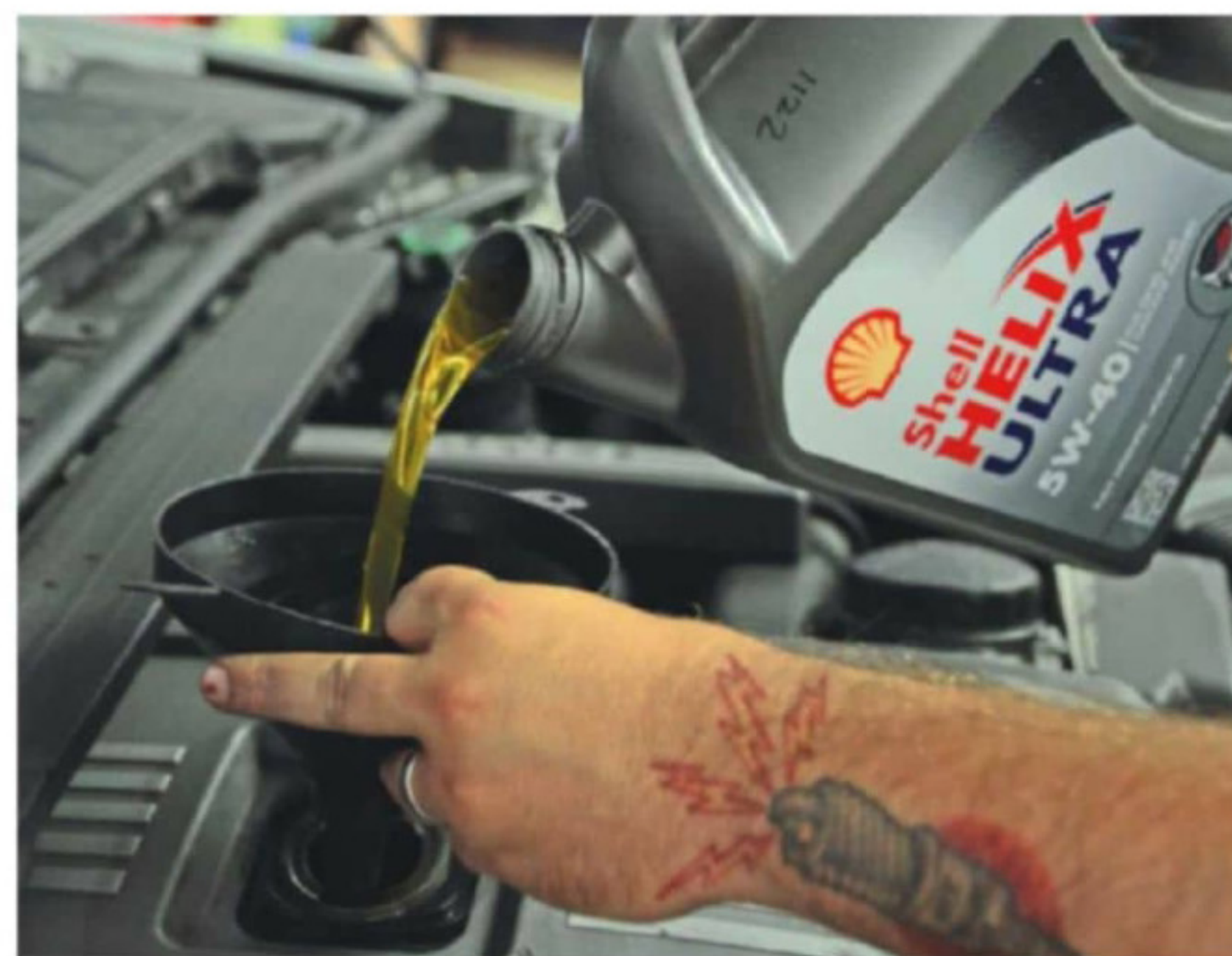
The key thing when refilling is to take your time, use a funnel and make sure any spilt oil gets mopped up sharpish.

I always find the best method is to put in around a litre less than the maximum capacity, and then pour in a bit at a time checking the dipstick as you go. Once you have the correct level, replace the cap and run the engine for a couple of minutes, so all the oil can go through the filter, and then go have a cuppa while the car cools so the oil can drain back into the sump.

After 5-10 mins re-check the level, and top up if necessary.

Once again, the procedure is a little different here, because the car doesn't have a conventional dipstick. In our case we put in half a litre short of the capacity and then ran the car for a few minutes, let it cool down, and checked the level using the computer. Same thing, just a bit less mechanical.

Apart from popping on undertrays and the like (and making sure you dispose of your old oil at a proper recycling centre) you're done. I told you it was easy. ■



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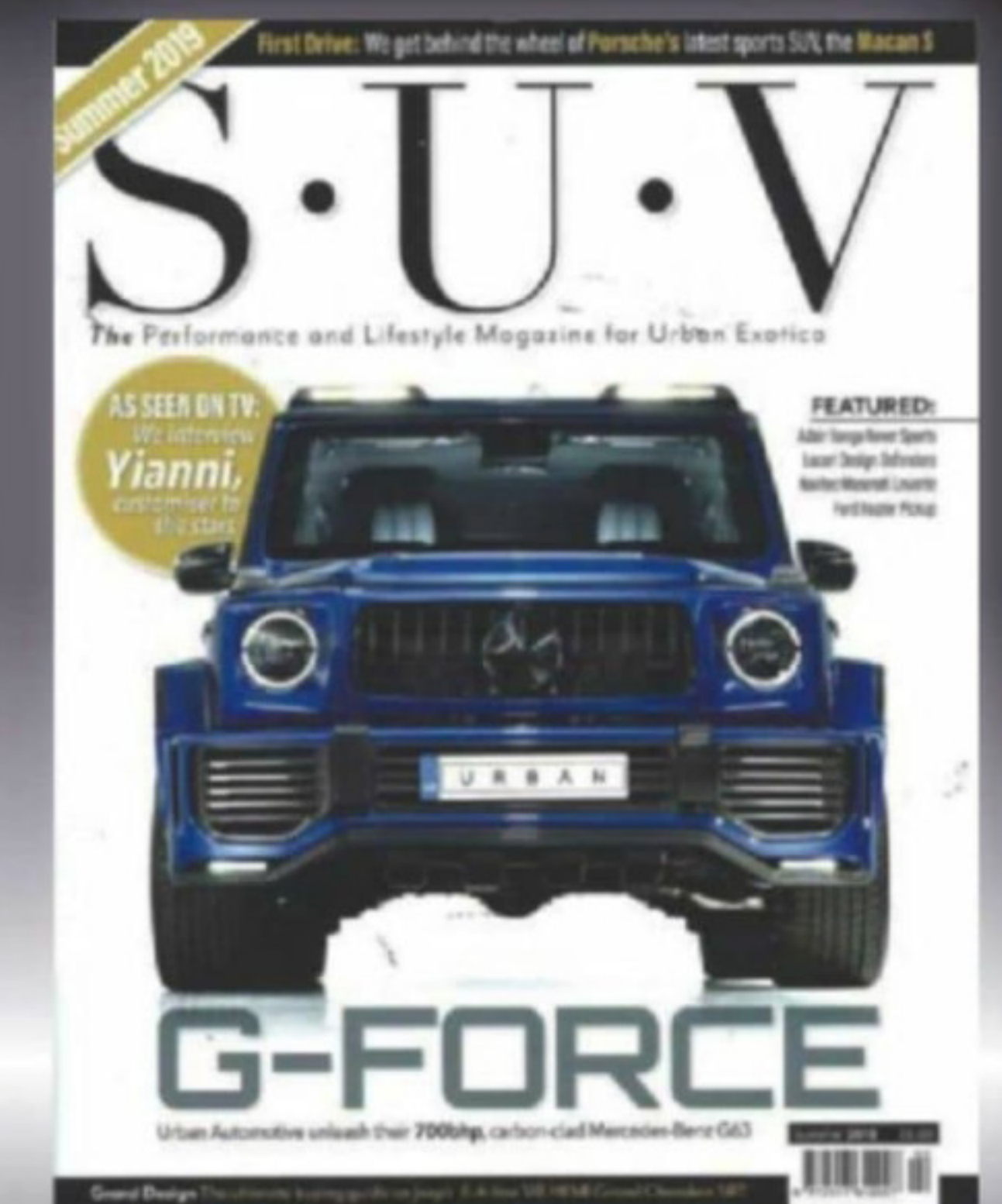
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The Subaru Impreza is a lot of things. A rally icon, a B-road hooligan, an appreciating modern classic, a practical family car that's also a ballistic weapon. One thing it isn't however, is a drift car. That's not to say it hasn't been done, there are a few drifters out there who've converted Scoobs to RWD and gone out to run the wall and drop a few jaws, but it's fair to say that this revered Japanese everyday-hero has almost always been chalked up as 'grip' rather than 'slip' on the performance ledger.

In this particular case, the Impreza has taken on yet another function: a soothing tonic, a mopping cloth for the fevered brow, a rewire for a fused brain. Because when the black dog on Perry Feighan's shoulder started barking at him that drifting was a no-no, despite having an S14 parked outside and being neck-deep in the tyre-atomising scene, that's not a voice one can ignore – and the perky three-box Subaru offered the ideal solution.

"I used to have a drift car as part of a group called Slipwheel," Perry explains. "We would drift at least once a month, and even started doing little vlogs and videos as part of our journey. However, at some point my anxiety disorder decided to target drifting as a trigger for me, turning a sport I lived and breathed into a strain mentally – to the point where even seeing the car at the side of the house would give me this wave of anxiety. I just had to give it up and sell the S14.

FAMILY VALUES

"Imprezas have been in my family for so many years," he continues, "and out of all my dad's builds, the blobeye was my favourite. So after the S14 went I immediately went out to buy this Impreza, almost as my own slice of nostalgia. Every time I sat in it I felt good, it was such a nice transition from feeling horrendous to feeling joy... just by swapping out the car."

It's amazing how the brain can shift from the rational to the irrational and back with such unsettling ease, and how emotions can be as anchored in inanimate things as they can by people, memories, or good old chemistry. Suffice it to say that something needed to change, and the Impreza was the answer. It was more than just a car, it was a splash of novocaine for a troubled soul.

This isn't to say that any old Impreza would do, of course. Perry's a hardcore petrolhead through-and-through,

The steering wheel is from the later Hawkeye Impreza



Novocaine For The Soul

As the antithesis to drifting, an all-wheel-drive Impreza is pretty much perfect. And when Perry Feighan felt his life required a little more grip, this blobeye was the clear solution...

Words: Joe Partridge Photography: Jules Truss



KARLTON BANKS

The 8-piece Karlton Flares style kit on Perry's Impreza is a sought-after setup. Now discontinued, they're still really popular among Subaru enthusiasts – so where can you get them? Well, there's always good old eBay, although be sure that you're getting something pukka and not a cheap plastic lash-up that won't fit properly. The original designs were sold to a fella who continued manufacturing and distributing them in the States under the name SubyFlares. Or here in the UK, you can talk to ABW Motorsport, who carry a wide variety of Impreza arch flares and kits.

“The cherry on the cake is a RaceDynamix remap, which serves up a hot-to-trot 332bhp”



The XXR 557 wheels have been refinished in white



and his automotive history plainly demonstrates that he's never been one to align himself with one particular brand or genre – he appreciates cool cars, that's as focused as it needs to be, and the number of Fast Car features he's enjoyed before suggests that he's pretty bloody good at putting them together too. Regular readers may well remember his VW Polo among others, and he's flitted from style to style and scene to scene like some sort of hyperactive honeybee, spreading the pollen of success wherever he lands.

When he started building himself an Impreza, then, we could tell it was going to be special. “A good friend, Matt,

happened to be selling this car just at the time I was selling mine, and I knew I had to take it off his hands,” Perry recalls. “When I got it, it was pretty much an STI replica – seats, bumpers, spats, the works. This wasn't really my flavour though, as I prefer not to make cars look like something they aren't. It's like having an EcoBoost with a full ST kit.” Fair enough really, and so he set about de-STi-ing the blobeye and pondering how to reimagine it in his own inimitable style.

The STI interior was the first thing to go, being swapped with a friendly chap who just so happened to have the correct interior for Perry's car (who presumably was pretty chuffed with the deal), and the next job was to sort out the XXR wheels. There was nothing wrong with them per se, but they were finished in a distinctly questionable black-and-gold combo; whipping them off and having them refinished in a far more pleasing white immediately made a huge difference to the overall aesthetic, so Perry was already well on his way to victory.

“The front bumper was the next thing that had to go,” he says. “It was full of STI bits, with a hawkkey splitter. So I swapped it out for a Chargespeed bumper, and worked with my friend Chris Hill to draw out and make up a custom splitter out of ABS plastic, which came out fantastic! To add to that, I popped some Chargespeed sideskirts on there and reused the skirt extensions from when I got the car, to make the look follow the car round. And one hurdle I had was that I knew I wanted an aero-style mirror, but the WRC ones looked crap and so did the common M3-style – they were never going near my car, so I looked at the

OWNER PROFILE:

Name: Perry Feighan

Age: 28

Occupation: Front end developer

Instagram: @moojuicepez

First car: Corsa B

Favourite car: Could never pinpoint one car, but I'll put the blobeye Impreza in my top 5

Favourite mod on your car: The mirrors, it really makes a difference seeing an Impreza with Ganadors

Favourite show: Has to be Japfest Silverstone

Track day or show-and-shine? A dash of both?

Lessons learned from this project: Buying something you're passionate about, that gives you good fuzzy feelings, is all that matters! If it's not making you happy, get rid.

What's next? Letting this one go and buying myself a '64 Galaxie Sedan

GKTech Ganador replicas from Australia. I picked up a set of M3 mirror base plates on eBay, having spotted that the mounting edge looked very similar. I threw away the M3 mirror and the S13 base plate from the GKTechs and bolted what I had left together. Worked a charm!”

STYLE AND FLARE

The car's also wearing an 8-piece flare kit from Karlton Style, which gives it real presence, along with a set of those iconic vortex generators along the roof edge – and he hasn't totally binned off the idea of STI styling, keeping the high-rise boot spoiler and oversize bonnet scoop simply because they're off-the-charts badass bits of design. He's also chased after STI-like levels of power; exceeding them in fact, by bolting a TD05-16G turbo and STI top-mount intercooler to that wubba-wubba-wubbaing flat-four. The boxer's packing increased fuelling courtesy of 565cc injectors and Walbro 255 fuel pump, while the lungs have been expanded by virtue of a Pipercross Pro-R panel filter and a Milltek 3-inch non-resonated stainless system with Japspeed decat. The cherry on the cake is a RaceDynamix remap, which serves up a hot-to-trot 332bhp.

Perry's put a lot of thought into maximising the potential of the chassis in order to deploy all of this rally car grunt too, with the addition of BC coilovers, a Whiteline anti-lift kit and roll centre correction kit, and the mighty Brembo brakes from the STI, complete with MTec discs and Goodridge braided lines. A comprehensive makeover, turning this blobeye into a proper road weapon.



HOT RIDE

➔ "One of the common remarks I hear is 'I hate Imprezas, but this one really works'," he grins. "I think this is because not a lot of Subaru owners mess with bodykits. It's usually the same three colours and every one's an STI rep." Like so many times before, Perry's trodden his own path here with the core aim to be to build the car his way rather than seek other people's approval; after all, this car is therapy, it needs to tick all of his own boxes.

Somewhat unusually – and perhaps even uniquely – our shoot takes place while the car's being sold, the new owner impatiently tapping their toes and waiting to take delivery of their new pride-and-joy as we bugger about with lenses and light reflectors and whatnot. So how has this happened, after the car represented such a revivifying mental salve?

"Throughout my many years building up cars, I've spent them shoulder-to-shoulder with my best buddy Tom Shaw," Perry explains. "We've been from static show cars, to aired-out show cars, to drifters, and beyond. Our latest move, and where we feel we belong, is in classic Americans. Spending a lot of time at Santa Pod watching drag racing, you really can't help but fall in love with the old Yank tanks; my dream has always been a Ford Galaxie, and I'm finally in a position to start the project – a '64 Sedan in Sunshine Yellow." So there you have it. The vital and essential lesson here is that you've got to do what feels right. You only live once. Drive yourself happy. This Impreza was a necessary means of change for Perry, transitioning him from one life chapter to another, and now it exists as a snapshot in time, preserved in amber; it'll undoubtedly change again with its new owner (indeed, it almost certainly already has), but the car you see spread across these pages will resonate through the ages. Why? Because it's not just a car. It's a route to salvation. ■

TECH SPEC: SUBARU IMPREZA

STYLING:

Karlton Flares style 8-piece bodykit, STI bonnet scoop, STI rear spoiler, wing stabilisers, M2 Motorsport vortex generators, ARP carbon fibre rear recess, carbon B-pillars, Chargespeed sideskirts with custom extensions, Chargespeed front bumper with custom splitter, debadged boot, mirror window tints, Smilefactory sunstrip, replica Ganador mirrors

TUNING:

2.0-litre flat-four, TD05-16G turbo, STI top-mount intercooler, 565cc injectors, Walbro 255 fuel pump, Milltek 3in non-resonated stainless exhaust system, Japspeed decat up and down pipes, Pipercross Pro-R panel filter, atmospheric blow-off valve, 3-port boost solenoid, 42mm alloy radiator, silicone hoses, 5-speed manual, RaceDynamix remap: 332bhp, 302 lb.ft

CHASSIS:

10x18in XXR 557 wheels, 265/35 Nankang NS-2R tyres, H&R (front) and Direnza (rear) hubcentric spacers, extended studs, BC Racing coilovers, Whiteline anti-lift kit, Whiteline roll centre correction kit, STi Brembo front calipers, MTec dimpled/grooved discs, Goodridge braided lines

INTERIOR:

Hawkeye steering wheel, carbon fibre gearknob, touchscreen DVD headunit, Pioneer component speakers, R-Spec digital stepper boost gauge

The instantly recognisable, oversized bonnet scoop of an STI



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Gravity Show

Words & Photography: **Glenda**

We head to Stoneleigh Park for this year's Gravity get together and it was a belter...

It's fair to say the car show calendar has become somewhat congested over recent years, as it seems every man and his blog launches some new 'must go to' show. The thing is, it's never been easier to launch a show. You can chuck a website up in five minutes, set up some social media channels in even less time and then there's the promo video. In this day and age, you can film, edit and publish a fairly decent offering using nothing more than your smartphone and a few drone shots. A few years back you'd need a helicopter for the latter!

But, one thing you can't build quickly is trust and a reputation for delivering a great show year on year. But, where many have tried and failed, Gravity has excelled. The Stoneleigh Park-based show in Coventry has got better and considerably bigger every year and it's due to the hard graft and dedication of Jordan Clarke and his event's team.

You see the great thing about this show is there's no BS or politics.

The guys handpick the big display cars to ensure every car breaks necks and drops jaws. So, what you get is an eclectic collection of cars with every make, model and genre you could want. From a wide-arched Porsche 997 Turbo and 1000bhp 2JZ swapped Rocket Bunny-kitted Toyota GT86 (both past FC feature cars) to an Aston Martin Vulcan and a 1929 Ford Model A hot rod (see full feature on page 86), Gravity had the lot! It's what makes it one of the greatest shows of year.

Despite the growth of the show, this year's Gravity kept its chilled credentials and remained a relaxed affair where you could still get up close and personal to the cars. There were no roped off cars or pretentious owners giving evils to anyone that came within a few metres of their car, which is just how we like it. We can't wait to see how this already impressive show grows over the coming years and if you couldn't make it this year, get it in your calendars for 2020.



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OUT THERE

STUART DAVIS' S3 8P SPORTBACK ▶

We've been following the build of Stuart's Ara blue Audi S3 8P Sportback for a while now, so we were super stoked to see it in the flesh and it didn't disappoint. It boasts a stunning smoothed engine bay, CCW D11L 10x18-inch wheels, Air Lift Performance suspension and Recaro Alcantara-backed wingbacks. It also has plenty of go to back up the show – tuning upgrades include Revo engine and gearbox mounts, Autotech pump internals, a BCS downpipe, Peron intercooler and a R-Tech remap that's helped it to a not too shy 372bhp and 400ft lb.



Very Popular

Ford Popular 100E ▲

We haven't seen this awesome classic Ford since Players Classic 2018 and it looks like the owner has been busy making his Popular 100E even more awesome, which to be completely honest, we didn't think was possible. New for 2019 are those Image split rims and a reworked front grille. What will this turbocharged Pinto-powered classic bring to the 2020 show season? Only time will tell.



GRAVITY SHOW

LEWIS LLEWELLYN'S MK1 TT ▶

For what's now considered an older car, the Mk1 TT has aged amazingly well and we never get bored of seeing good tuned and modified examples. We're big fans of Lewis Llewellyn's super-clean slammed Mk1 on Air Lift Performance suspension, but the real star attraction for us is those gorgeous BBS RF split rims. Lovely!



BBS RF splits = yum



Andrew Britton's Merc will be featured very soon



Mazda pick-up ▲

We have been waiting years for someone to get hold of a Mazda B-series and to do something funky with it, and then two come along at once! That's right, in next month's magazine we feature a drift-spec B2500 with an RB20 engine, and then we go and spot this slammed B2000 at Gravity! Check out that interior...



OUT THERE



Who remembers this bad boy?

No school like the old school ▲

As well as all the exciting modern day creations on display, there was also a distinctively retro flavour to some of the show cars on display. Mk3 Fiestas, Mk1 Escorts, Polo bread vans, classic Minis, Ford Hot Rods - there was even a R5 GTT from Fast Car's past still in its period correct body styling. It certainly had us reaching for our rose-tinted glasses.



See the full feature on page 86



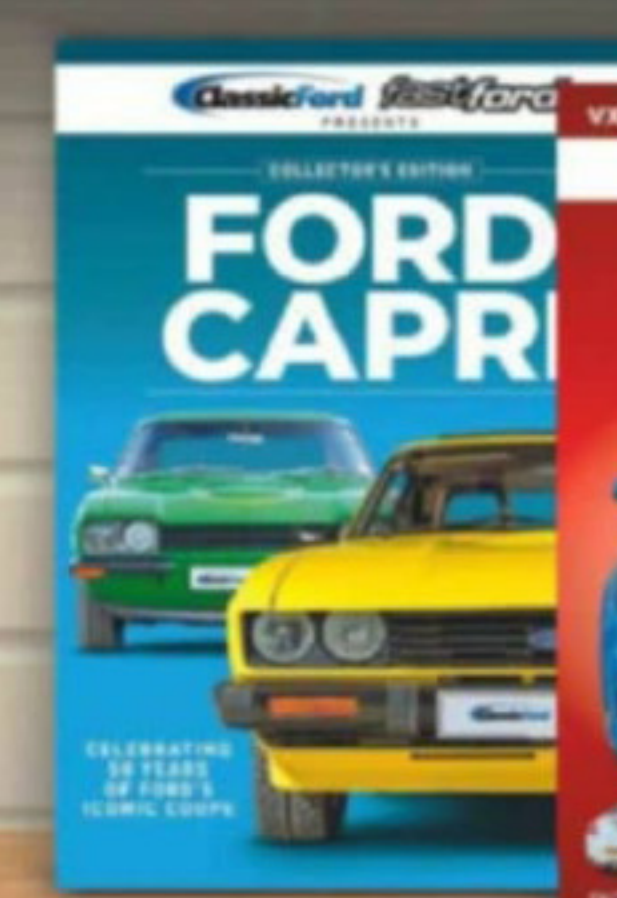
Carl Raine's Fiat 126 is small and cool



Go next year:

Fancy hitting Gravity next year? The show is expected to take place at Stoneleigh Park on the first or second week of July, so keep you diaries clear and for updates keep an eye on www.gravityshow.co.uk

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Words & Photography: Davy Lewis

PICKUP ARTIST

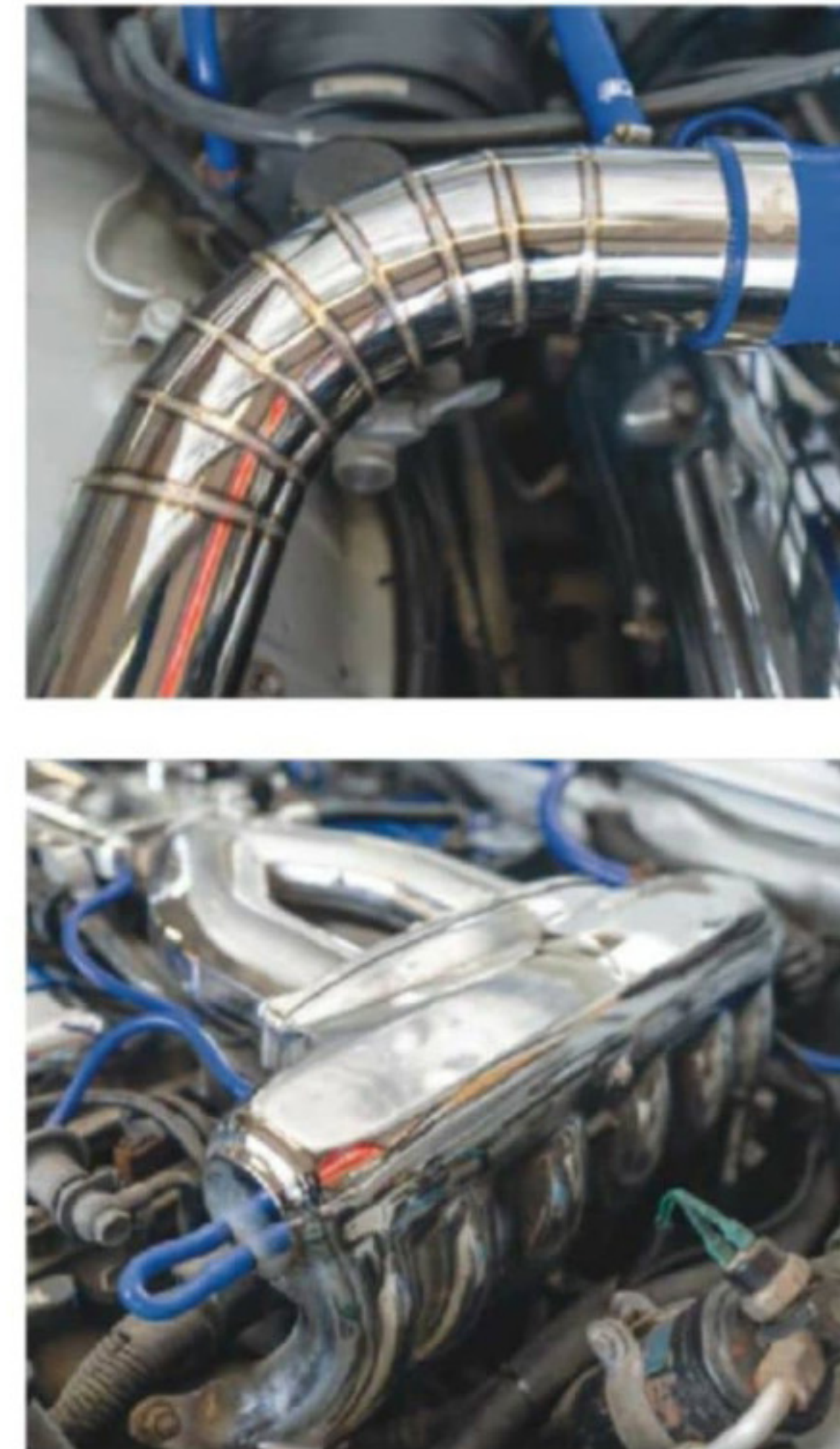
Having found this rare 1JZ-powered Mitsubishi pickup in Thailand, James Hoole brought it back to the UK where it's gone down a storm



HOT RIDE



Not what you'd normally find in a Mitsi L200



Mention the word “Thailand” to most people and they’ll think of unspoiled golden beaches, amazing food and a nightlife that’s best described as lively. It’s the chosen destination for many Brits who want a taste of paradise or for those looking to party hard.

If you’ve never been to Thailand, you may think the locals all drive tuk-tuks, and to be fair, a lot of them do. But away from the bustling streets, there’s a vibrant car scene.

That’s because the Thais are bang into their modified cars – the more unusual, the better. There’s something hugely satisfying about taking a mundane

vehicle and transforming it into something that stops folk in their tracks; the kind of thing that gets non-car people asking “what is it?” And “why did you do that to it?” James Hoole, from Ultimate Car Giveaway Ltd, takes up the story.

“A friend of mine lives over in Thailand and realised there were lots of these old Jap cars around. Many of them have already been modified as there’s a strong Thai-tuning scene – and the best bit is that they’re all right-hand drive.”

As part of the family business established over 30 years, James is used to working on all types of cars and has been tuning and modifying them for as long as he was old enough to hold a spanner. But it’s his love of rare, retro Japanese stuff that really ignites his passion.

PRIZED POSSESSION

Over the last few months, he’s has been importing a stream of ‘80s Jap cars with plans to offer them as prizes in his Ultimate Car Giveaway concept. While several of these Best of the Best type schemes offer brand new cars, James wanted to do something with custom Japanese rides.

In this case, it’s something very special and indeed rare. Back in the early ‘80s, the L200 pickup was a great workhorse. With bags of room in the back of the long wheelbase version and legendary Mitsubishi reliability, they were popular all over the world. But they were never considered ‘cool’. So it’s impressive to see one that’s not only survived the ravages of time, but that has also been totally transformed. This pukka pickup is now packing blistered arches, serious



“It’s an early naturally-aspirated Toyota 1JZ, but it’s been tuned and is good for around 200bhp”



OMP Drifting wheel suits the retro pickup

ULTIMATE CAR GIVEAWAY LTD

The focus is on low cost and low entry draws. A winner is drawn through Google random number generator, live on Facebook and that’s it. The prizes are all one-off retro Jap cars, so if you fancy something different, head to www.ultimatecargiveaway.com or find them on [Facebook.com/ultimatecargiveawayltd](https://www.facebook.com/ultimatecargiveawayltd)

lows and some beefy rims, while there’s also a cheeky 1JZ lump under the bonnet.

“It’s an early naturally-aspirated Toyota 1JZ,” explains James, “but it’s been tuned and is good for around 200bhp, which makes for quite lively performance in this old pickup!” It’s rear-wheel drive, of course, which James ably demonstrates by spinning the nearside rear wheel for a smoky burnout shot. “It’s a shame it doesn’t have a diff, because then it would be a proper animal,” he laughs.

The straight-six engine slots neatly into the engine bay and features a bunch of chromed and polished goodies. It’s actually a pretty good fit, although James admits that the only thing that bugs him is that it’s not a Mitsubishi engine. I guess an FTO V6 could have worked too, or maybe even an Evo 4G63? But having heard that sonorous V6 burst into life in the workshop, then watched it being given a good thrashing outside, it’s fair to say that it sounds incredible – so for me that Toyota engine is just perfect.

Pop your head inside the driver’s door and you’ll discover the once utilitarian cabin has also been transformed. A pair of BRIDE bucket seats (surely



Thai BRIDEs

HOT RIDE



there's a Thai Bride joke here? – Jules), trimmed in the finest Alcantara kicks things off, joined by some harnesses. The original steering wheel has been replaced by an OMP Drifting item, which suits the inside of this '80s truck perfectly. It also feels much nicer than the van-like thin-rimmed effort that it originally came with.

Elsewhere you'll find some neat diamond-stitched material used for the roof lining and behind the seats, as well as some two-tone door cards.

DECKED OUT

One of the first things that strikes you about this L200 is the sheer size of it. The rear appears to stretch forever and that flatbed has acres of room. "It's the only long-wheelbase version in the UK," reveals James. The rear deck itself has been finished in bright orange, including the chequer plate flooring. There's also a chunky roll bar that's been bolted in to give this perky pickup some added muscle. Move to the rear and the tailgate is embossed with the Mitsubishi logo, and underneath, there's a rather fat, polished tailpipe, which emits an awesome sound when you provoke that straight-six engine.

In fact, it sounded so good that someone went and bought it. "It was due to be given away in our draw, but the guy really wanted it, so I ended up selling it to him," says James. But fear not, because there are several more retro treats tucked up in the workshop. And these will be available as prizes over the coming months. If they're anything like this, we can't wait to see them! ■

TECH SPEC: MITSUBISHI L200

- ENGINE**
Toyota 1JZ 2.5-litre straight-six, Brian Crower cams, Konshi Racing ECU, 3in manifold back custom exhaust, polished air intake, Sard performance filter, painted rocker cover, custom alloy radiator, blue silicone hoses, polished inlet manifold
- SUSPENSION**
Custom springs and dampers
- WHEELS AND TYRES**
MeisterR-style 9.5in and 11.5x16in wheels with Nankang tyres
- INTERIOR**
BRIDE bucket seats on custom mounts, harnesses, OMP Drifting steering wheel, colour-coded door cards, diamond-stitched headlining and rear panel, alloy pedal covers
- EXTERIOR**
Custom steel wide arches and front lip, chrome front bumper, bump strips removed, painted custom white pearl with orange rear deck and cage
- CONTACTS/THANKS**
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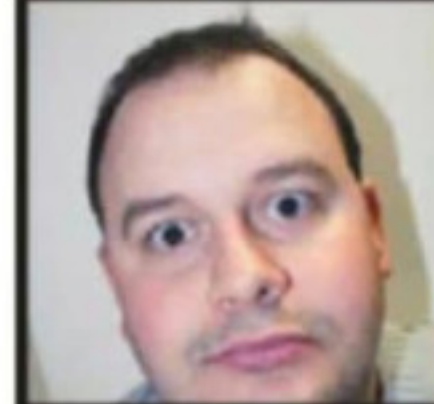



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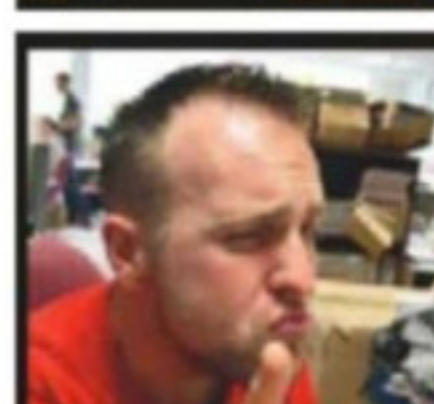



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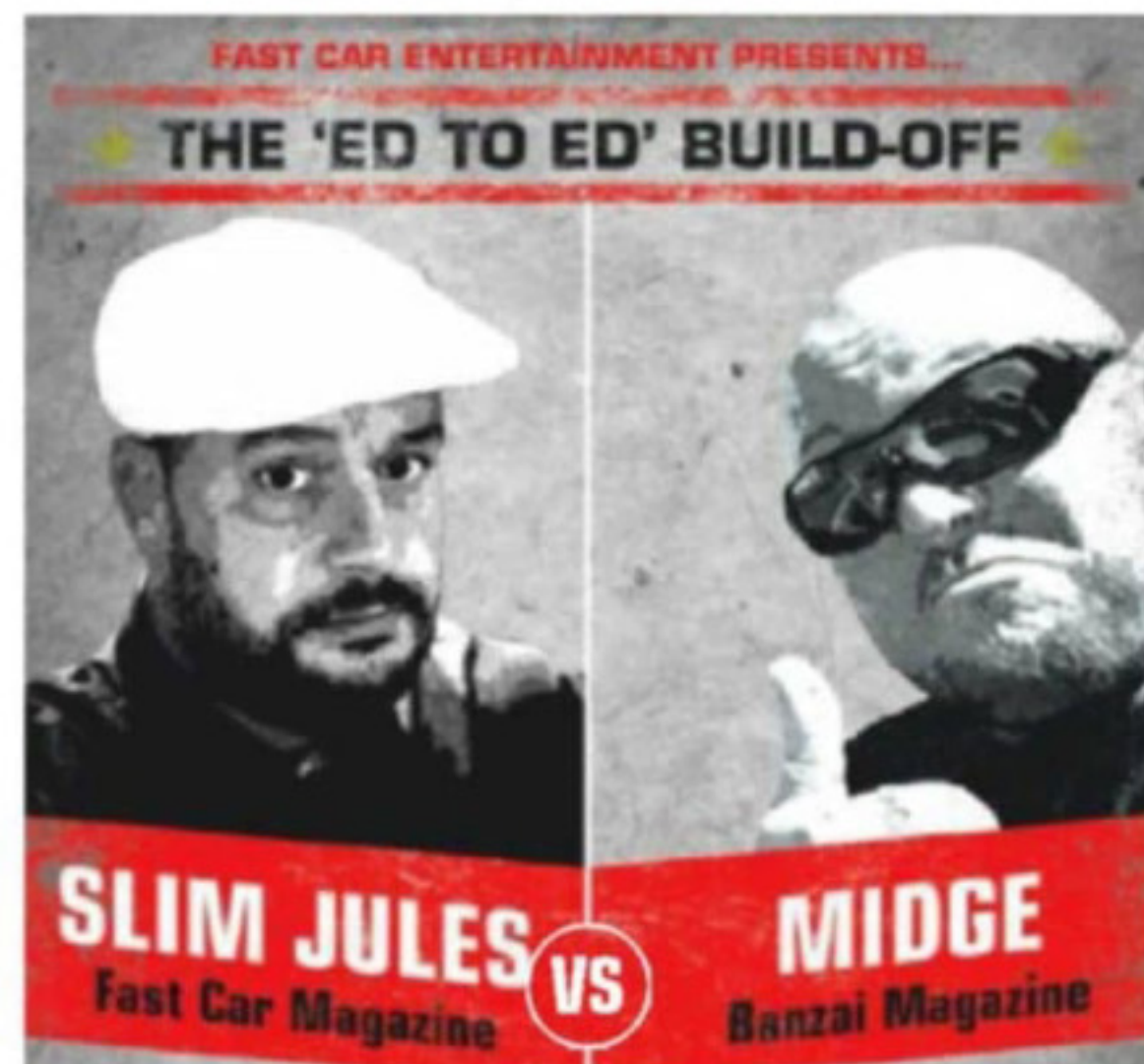


FAST PROJECTS

	SLIM JULES' SUZUKI ALTO The Suzuki and Jules prepare for battle at Donington! But will Jules' measly modifying efforts pay dividend? START <div></div> NEVER FINISHED MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROTA RB ALLOYS • TYRE STICKERS • CUSTOM FRONT ARCHES	P082 
	MIDGE'S DAIHATSU SIRION The problem with these next two challenges is they require driver skill, which Midge doesn't have. START <div></div> NEVER FINISHED MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROLL CAGE • POLYCARBONATE WINDOWS • COBRA BUCKET SEAT	P083 
	SLIM JULES' BMW E91 Jules has given his daily a thoroughly good service (I think you'll find I did that - Midge) START <div></div> NEVER FINISHED MAIN MODS: BC COILOVERS • 3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL	P084 

MISSING IN ACTION

	ZERO EV TESLA-POWERED R32 DRIFTER Has the EV Skyline finally run out of battery? Nope, they've just been busy moving into their new unit. START <div></div> NEVER FINISHED MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES • 19-INCH WHEELS	MIA 
	MIDGE'S AUDI TT After suffering a humiliating defeat to Jules at Donington, Midge has been too depressed to talk let alone modify his TT. START <div></div> NEVER FINISHED MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL	MIA 
	GLENDA'S AUDI RS4 It's been so long since we've seen the RS4, we're not sure if it is missing in action or if it's actually dead... START <div></div> NEVER FINISHED MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT	MIA 
	MIDGE'S BEETLE 1.8T The Beetle has suffered the same fate as the TT this month for exactly the same reason! Cheer up mate. START <div></div> NEVER FINISHED MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT	MIA 



THE NEXT CHAPTER...

So, as it stands Fast Car's Jules has taken the lead... But it's all to play for at TRAX Silverstone as the final challenge awaits! In the meantime keep your eyes peeled for the video updates as the boys will be getting back to work and spending the rest of their budgets trying to make the cars look better; we don't hold out much hope...

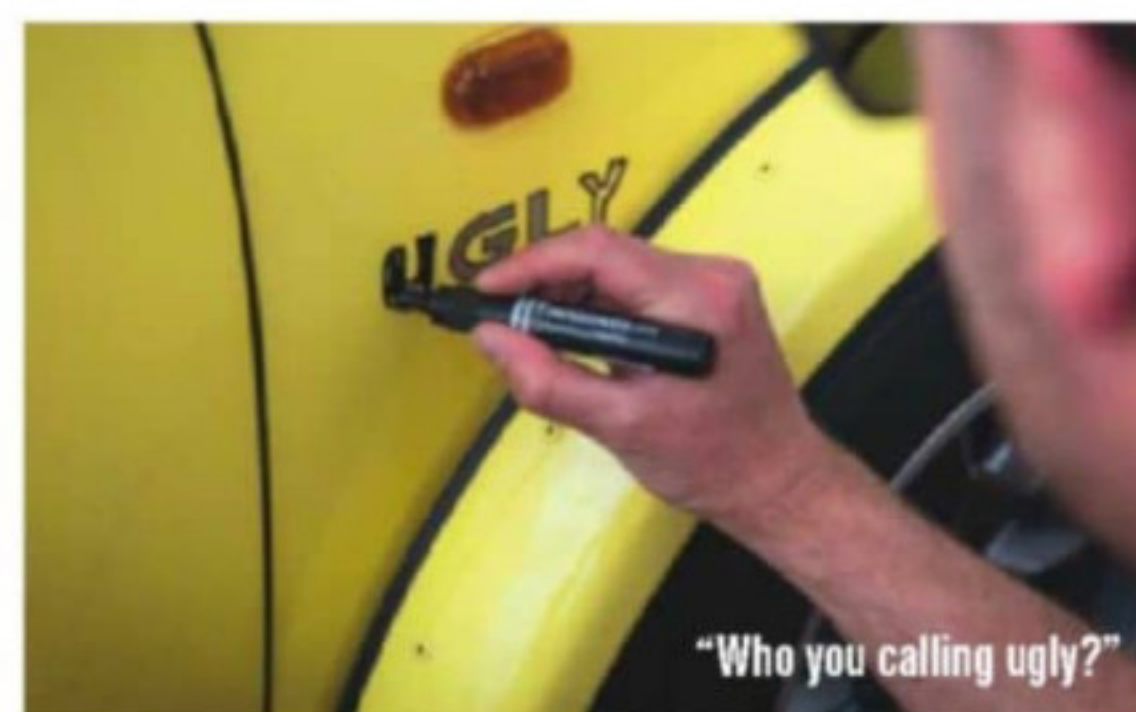


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Give it some Paul



"Who you calling ugly?"



CHALLENGE TWO @ JAPFEST DONINGTON

So at Japfest Donington the challenge was to take on the handling course but this time the cars would be piloted by the same driver – yeah that tall bloke off the telly and friend of Fast Car, Mr Paul Cowland.

The reason for this? Because Midge couldn't actually make the show due to his brother-in-law's wedding, although we suspect other reasons for the whistle and flute, with the most likely explanation being a court appearance.

So as we handed over the keys to Paul, it was now time to see if all the changes the boys had made since Japfest Silverstone had paid off with the two editors employing different strategies. Jules seems to have done very little to the Alto, apart from sticking some arches

on the front and transfers to the tyres, whereas Midge had gone full out on the Sirion. He'd stripped even more from the car and even had custom polycarbonate windows made, as well as fitting a Cobra bucket seat!

But who's car won? Well, it was so close it was unbelievable but the Alto was quicker by a mere 10th of a second! And to be fair they weren't that far off the pace of other cars with five times the power! Mr Cowland was actually rather impressed with the way the Sirion handled but the extra power of the Alto paid dividends, even if it did suffer from fuel starvation on a couple of the corners. This means it was now 1-1 heading into the next challenge at TRAX Donington the following day...

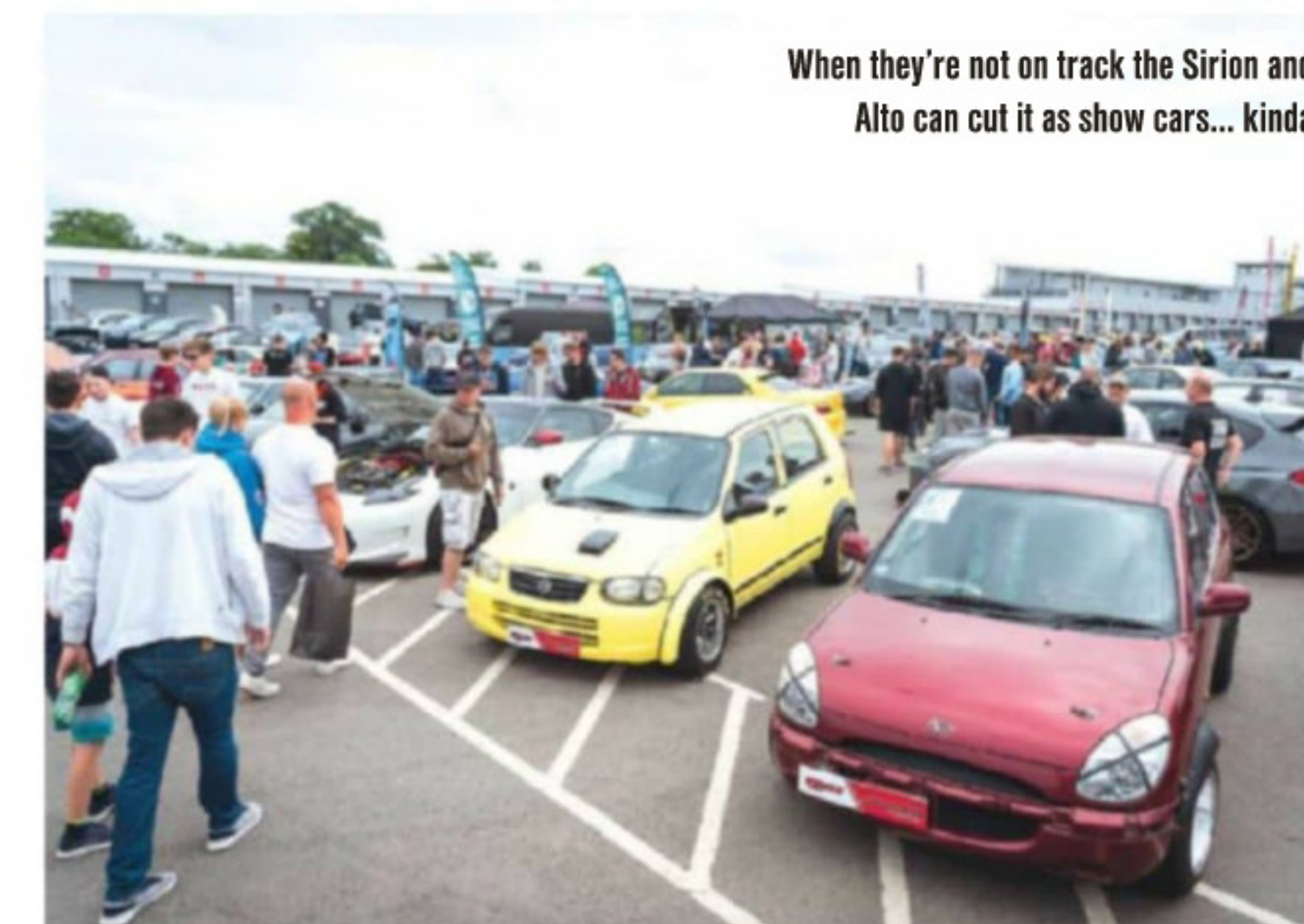
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When they're not on track the Sirion and Alto can cut it as show cars... kinda



Hurry up Midge, Jules is getting away...



... too late, he's gone! Look out Lewis Hamilton

SEE THE VIDEOS HERE!

[HTTPS://WWW.FASTCAR.CO.UK/TAG ED-TO-ED/](https://www.fastcar.co.uk/tag/ed-to-ed/)

CHALLENGE THREE @ TRAX DONINGTON

With Midge back from court, er, we mean his brother-in-law's wedding, it was time for the guys to climb back into their respective cars and head out onto the famous Donington tarmac...

Both, Jules and Midge seemed rather nervous about the situation due to issues with tyre scrubbing in the handling course. Jules said: "I'm rather nervous about the situation due to tyre-scrubbing issues that the car suffered in the handling course." We told them both to man up, stop making excuses and get out there.

Anyone who's been on a track day will know that you're not allowed to time your laps so this one would be judged on the visual gap and amount of laps the guys would do on their dedicated 20-minute

slot. That's right, like the royalty they think they are, they had the whole of Donington to themselves!

So how did they get on? Well, Jules seemed to leave Midge standing as he raced away, and managed to clock up one whole lap more than Midge who was really struggling with tyre clearance issues.

So that was that, two challenges and two wins for Fast Car and Jules! "I said last month to my faithful readers that I'd come back, and that's exactly what I've done. We're now in a great position to take the win and make Midge and Banzai do a forfeit of my choosing," grinned a slightly cocky Jules. Until next time...





JULES' BMW E91

I'm at a crossroads and I'm not sure which way to turn...



That's right people, I've reached a point with my E91 where I'm not sure what to do next. It's now a really nice daily driver and perfect for doing the jobs I bought it for while also looking relatively pretty on the road. The inside is a nice place to be and the JVC KW-M745DBT headunit is an absolute joy to use. But do I carry on spending money on the car, making it more impractical with each modification and diluting the car's sole purpose, or do I sell up and start again? I keep finding myself searching for retro Japanese cars on eBay. Don't ask me why but I really fancy a second generation Honda Legend

– in particular the coupé version, and, of course, my 300zx itch still hasn't gone away and I'm tempted to give it a scratch. While making up my mind, I did the only sensible thing and gave the car a service at Midge's Autos. I've had the E91 for just over a year and it was serviced just before I bought it, but in those 12 months I've been up and down the country more times than I care to remember and have clocked up about 14,000 miles – so it was time to drop the oil and change out all the filters. Oh and let's not forget about changing the front headlight bulb that has been out for two

weeks. Have you ever changed a bulb on an E91? They recommend taking the bloody front wheel off to get to the back of the cluster! Sod that, it's just as easy to take the airbox off, something that needed to be half removed to change the filter anyway. Anyway, it turns out that the E9X series of cars are an absolute doddle to self service. We had the whole lot done within the hour, including waiting for the 6.5-litres of oil to drain out. You can read all about it in more detail on page 54, as I've got to get back to eBay in case someone has listed a low mileage Legend.

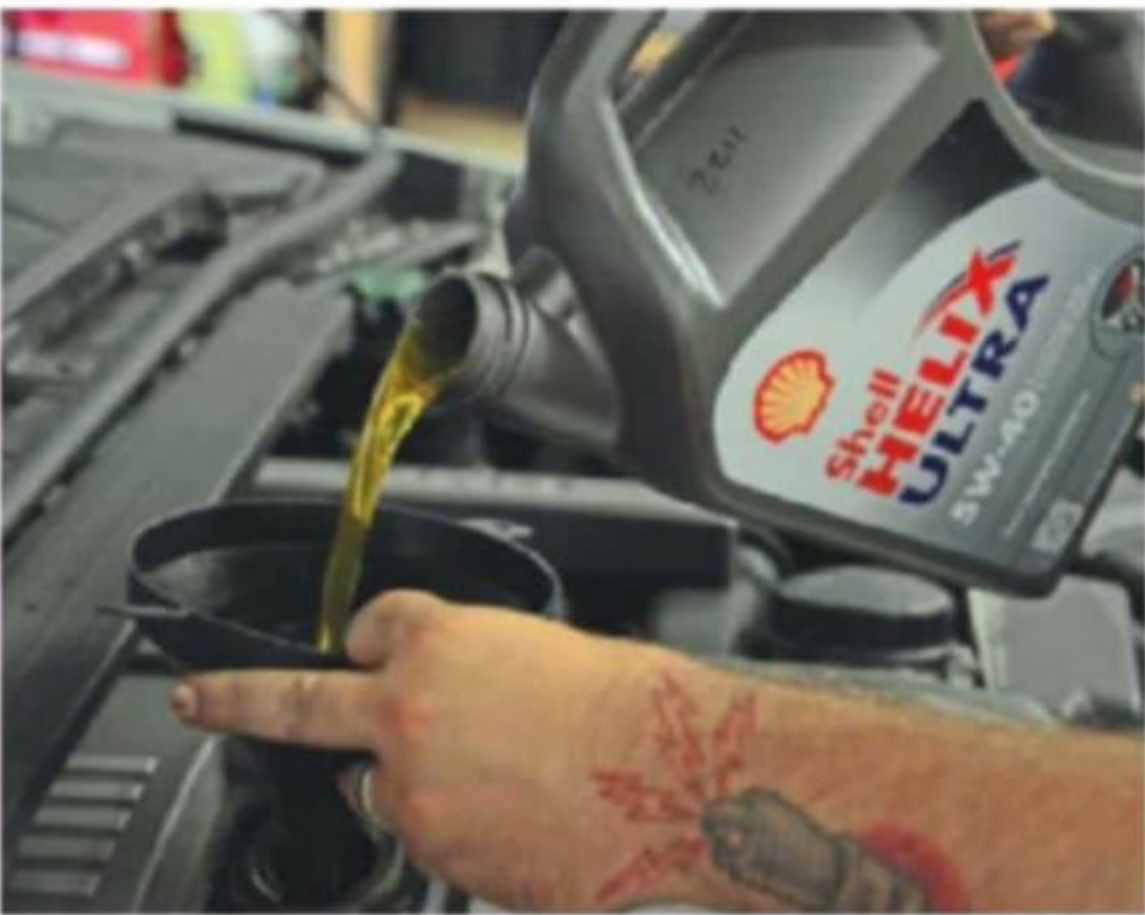
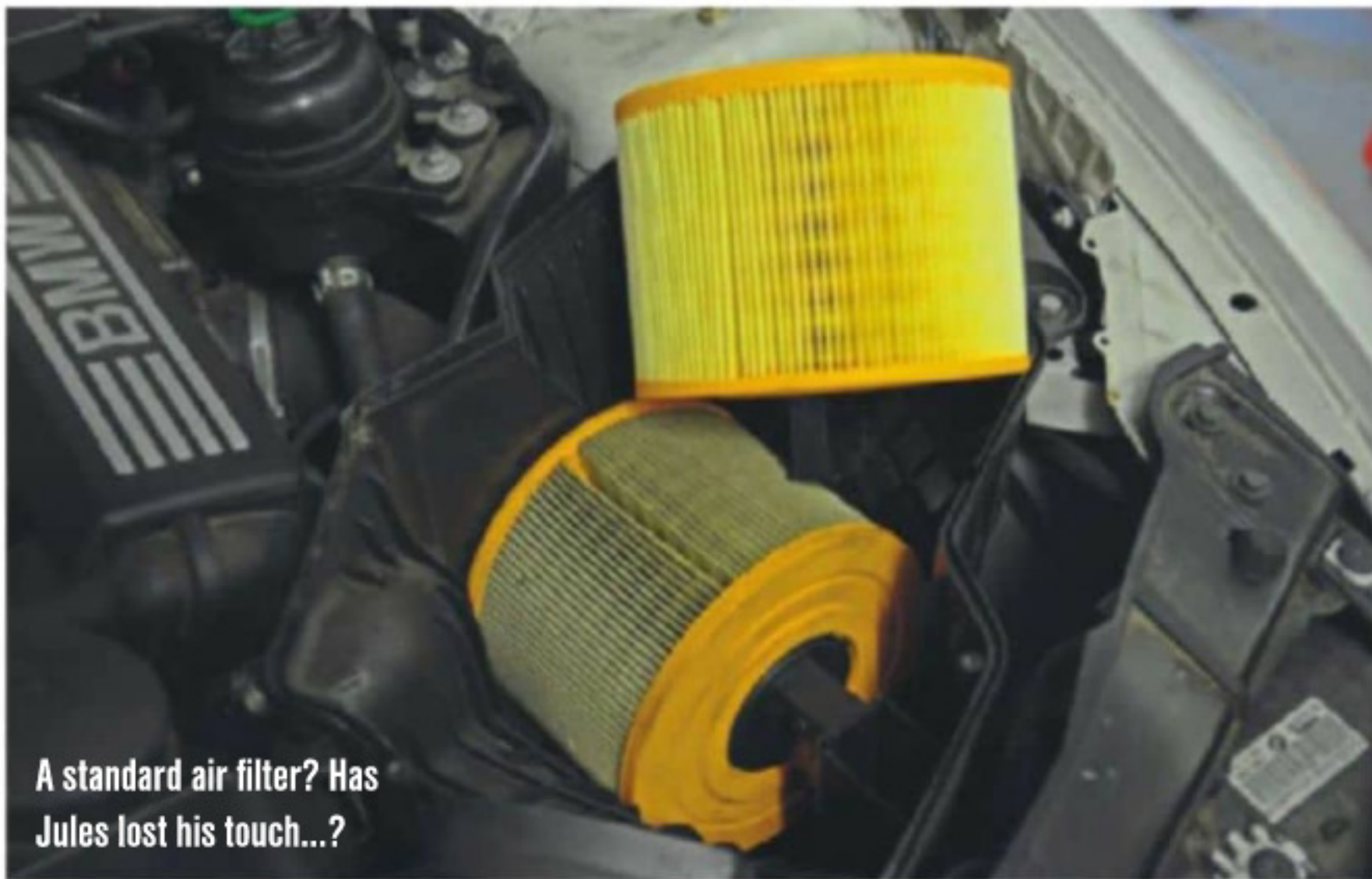
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Bosch pollen filter	£25.49
6x Litres of Shell Oil.....	£68.48
Sump plug	£2.29
Midge's time (2x Red Bull).....	£2.49

Total£137.23

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NEXT MONTH

Hopefully that new exhaust...

BLACK MIRROR

Hide the children and lock your pets away. This dark-hearted Model A is holding a distorted mirror up to the very concept of hot rod culture...

Words: **Daniel Bevis** Photography: **Dave Cox**

It's often said that cars have a face. You can see the logic of it really – two headlights representing the eyes, a grille for the mouth (or sometimes the nostrils); some cars, like the 2nd-gen Mazda3 and the Austin Healey Frogeye Sprite, look dementedly happy. The rear end of the SEAT Altea XL looks incredibly sad, like a clinically depressed robot. And the Model A Ford we have here? Well, it doesn't so much have a face as a personality, an aura: a really bloody scary one. This is the kind of car that'd give small children nightmares. Hell, it's making our palms sweat, and we've seen the *Scream* trilogy twice and hardly hid behind the sofa at all. Its nickname is 'The Marauder', a term which describes those who rove the country looking for things to pillage and plunder and defile. It's a car with an ingrained sense of malice.

For a lot of readers, the world of old-school hot rods like this will be murky and confusing, so let's start off with a little history lesson. It stems back to early 20th-century America; the vast culture clash of bootleggers and moonshiners souping up their motors to outrun the law, and returning GIs with new-found engineering skills, meant that America was brimming over with restless young guns eager to race each other on dry lakes and gleaming new highways in the 1930s and '40s. Shoving a Ford flathead into whatever car the tearaway in question was dealing with was a very popular choice, with the '60



WILD CARD

➔ Horse' becoming an iconic unit of locomotion. This was the 136ci (2.2-litre) V8 that appeared in 1937, offering a heady (at the time) 60hp. Hence the nickname. Obviously these numbers are small fry compared to what came shortly afterward, but these were fledgling steps into backstreet spannering for Saturday night success. You took what was available in the scrapyard, and you made your car faster. It was as simple as that.

ROLE MODEL

The Ford Model A goes hand-in-hand with early hot rod culture, which is why its popularity endures with such enthusiasm today. This motoring icon first came chuntering onto the flourishing automotive scene at the end of 1927, representing a fresh new era of customer-pleasing options and technological advances for the Ford Motor Company. Its predecessor, the Model T, had been lumbering along for the thick end of eighteen years, so it was about time for a shake-up, and the cutting-edge new A offered logical pedals, all-round brakes and a variety of body styles, from a choice of coupes (standard, deluxe, business coupe, roadster coupe, sport coupe) to the tongue-in-cheek Tudor and Fordor, town car, station wagon, truck, cabriolet, sedan, phaeton... it was mind-boggling. By the end of its relatively short production run, halting in early 1932, the company had shifted almost five million of the things. This, naturally, led to an enduring popularity with hot rodders – a bountiful supply equates to cheap second-hand prices, and their simple construct and swappability of componentry immediately created a tuning aftermarket subculture that's endured for generations.

“kicking out enough torque to ruffle up the tarmac like a threadbare hallway rug”

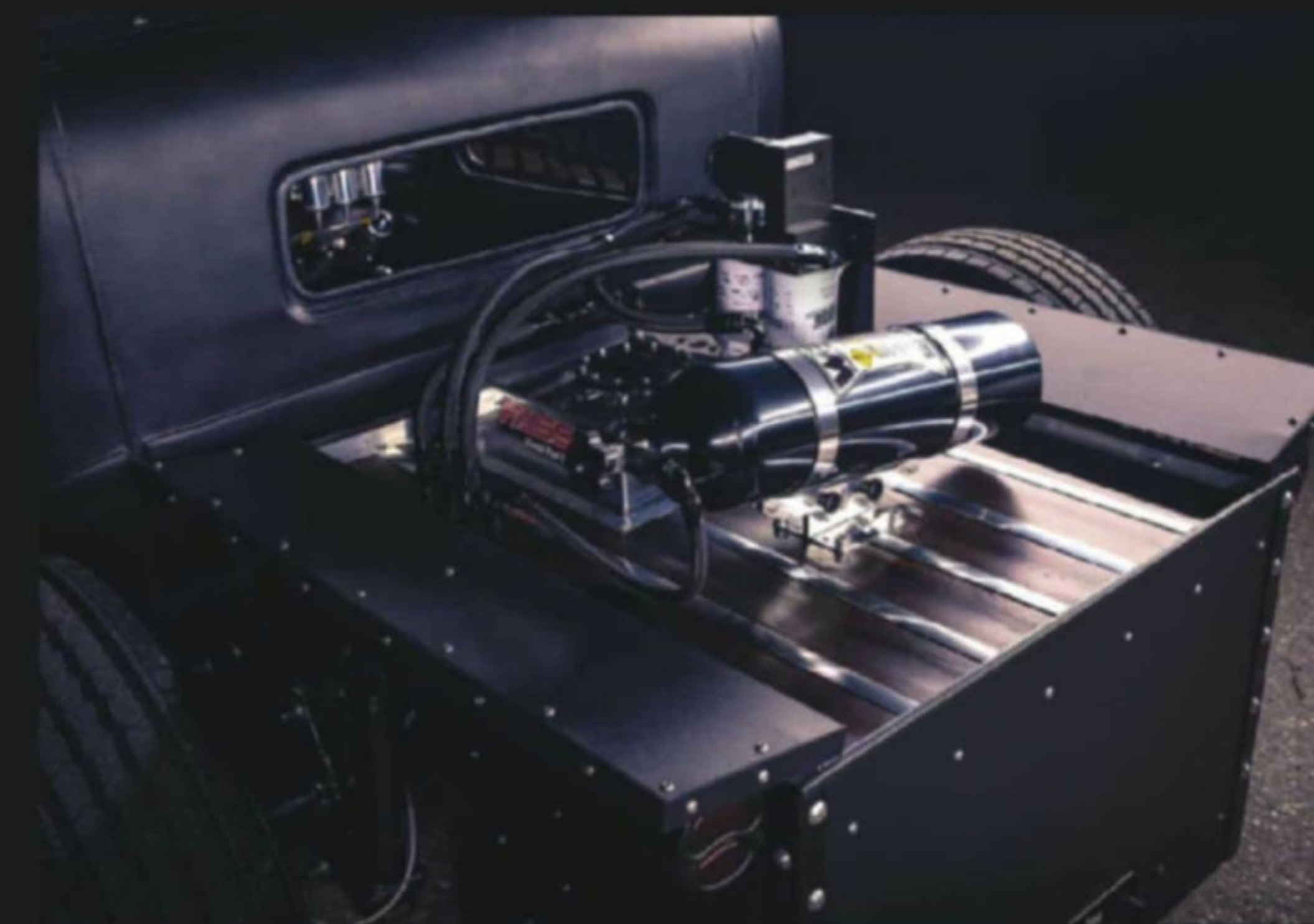
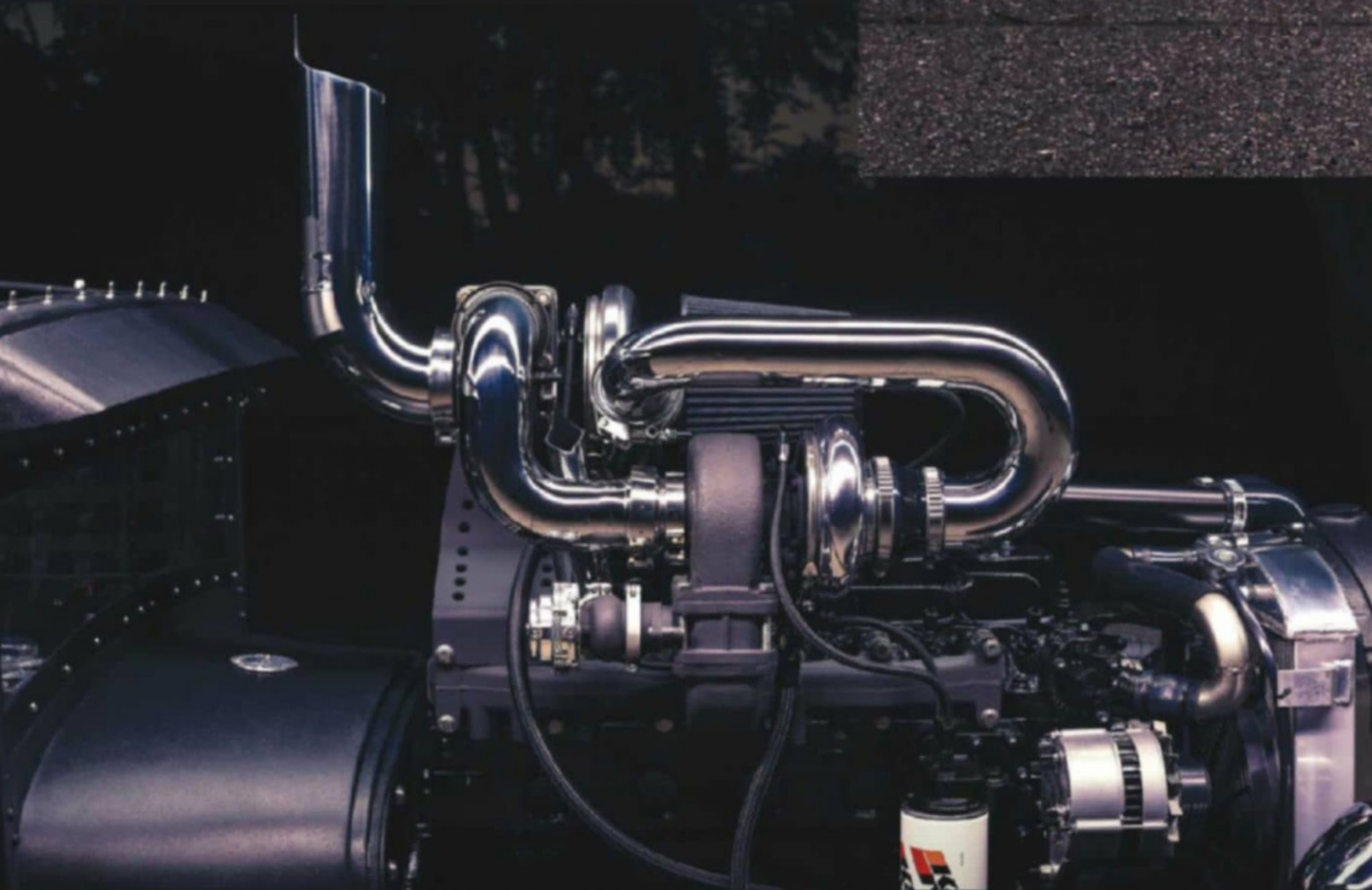


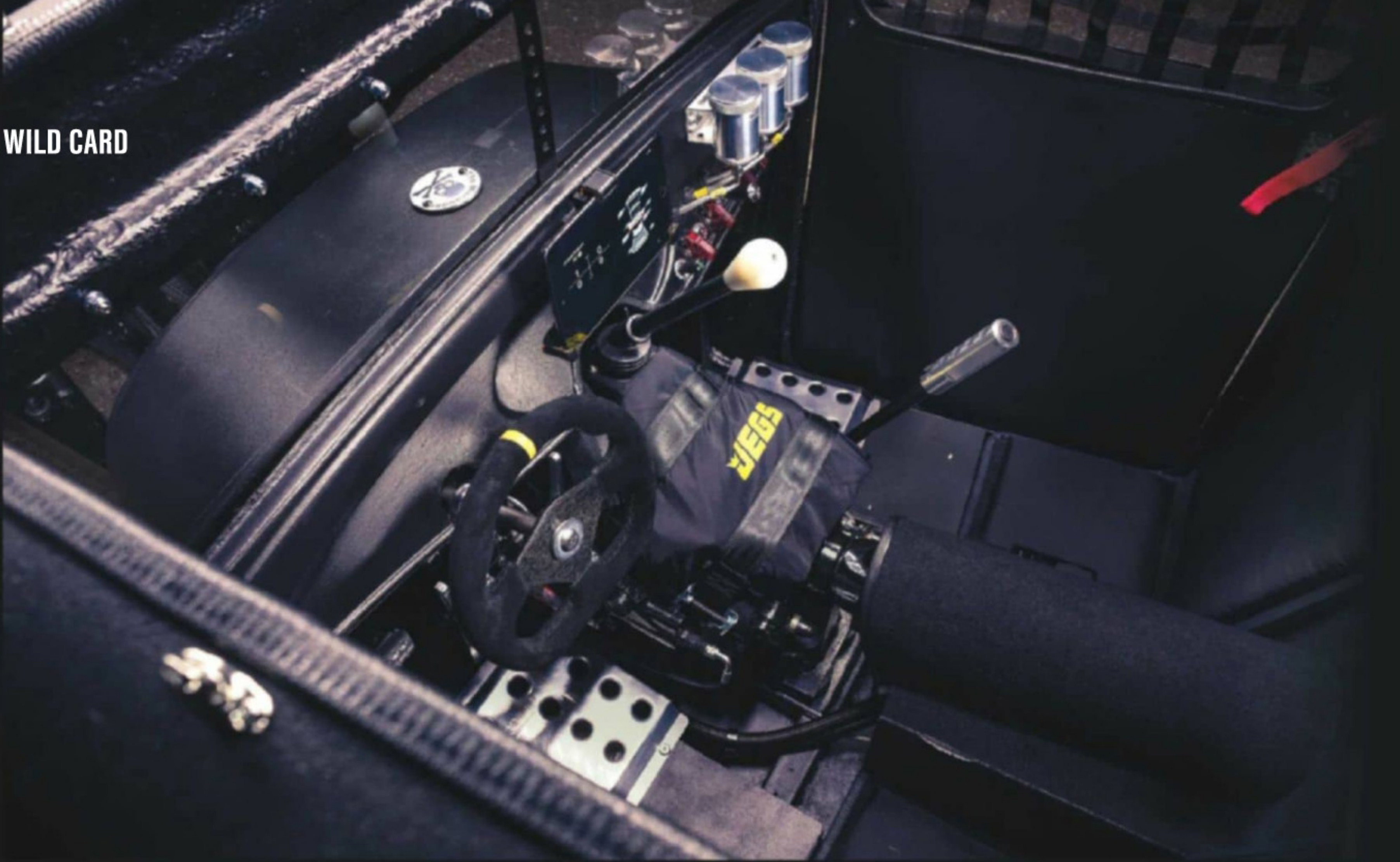
WHAT THE HELL IS A COMPOUND TURBO SETUP?

There are two turbos here, but this is no ordinary twin-turbo setup. With compound turbocharging, you have two different-sized turbos running in series rather than in parallel – so instead of splitting the task of providing boost, they work together to accentuate one another's effect. Atmospheric air flows first through the large low-pressure turbo, then straight into the small high-pressure turbo – as the volume of air runs from a large to a smaller channel, pressure and velocity markedly increase, and voila: changing pressures compound the effect of each turbo. And as a special bonus, compounding turbos massively reduces lag too. It's win-win!

Kyle Hands was certainly paying attention. The owner of the Marauder, he's been dreaming of something like this ever since he was pushing 1:64-scale customs around the living room carpet as a child. "I've always loved cars, from Hot Wheels and remote-controlled toys as a kid, to buying my first car and modifying it before I had passed my test," he grins. "I had a few different ones before I started my first proper build, a Mk1 Audi TT; it was a race-inspired show car which won a few trophies and was magazine featured. I sold that to realise my dream of owning a hot rod, and now I don't think I'll ever own anything different!"

There's a sense of fatalism to all this, as Kyle wasn't the sort of kid who had posters of Ferraris and Lamborghinis on his bedroom wall, it was always street rods and muscle cars. This wasn't a matter of if, but when. "I sold my TT and bought a Harley Davidson as a little project while I saved to buy a hot rod," he continues. "Three weeks later this one came up for sale! I bought it from a guy who had built it to advertise his company, although he





then sold it without it ever leaving his garage. The chassis fabrication was perfect, but the rest was a mess – a mix of cheap products and poor attention to detail. I could immediately see the potential in it and had to buy it; the day after I got it I stripped it all back to the chassis and set about redoing everything.”

SIX APPEAL

With the Model A broken down to a jumbled and slightly spiky pile of bits, Kyle could see that the first job before tackling anything else would be to rewire the engine and hide as much of the wiring as possible. The motor itself is an utter monster, incidentally; traditionally the logical move for a rodded Model A would be to bung a V8 in it, the bigger the better, but this unnerving machine is packing a sodding great Cummins diesel straight-six – a gruff and industrial contraption displacing 5.9-litres and kicking out enough torque to ruffle up the tarmac like a threadbare hallway rug. With an imposing compound turbo setup and a shorty smokestack to aid with aggressively rollin’ coal, it’s at once recognisably an A rod and yet totally dissociated from traditional roots.

“I upgraded the fuel system to full braided AN10 lines, an alloy fuel cell, and a FASS pump from America,” he explains. “I moved the air-ride and battery under a pickup section I made to hide it away, and then sunk the fuel tank in the oak pickup bed I made and mounted a big nitrous bottle on the back to complete the look I was going for. The air-ride system itself was all removed, and I replaced it with dual Viair compressors, AccuAir Endo tank and Air Lift Performance 3P management. This transformed the car, and with the presets it makes it so much easier to drive! I was then able to mount an iPad on the dash to control it all.” How cool is that? The redneck rodders of the forties would have their minds blown by this sort of retro-futurist caper, it really is very innovative.

OWNER BOXOUT:

Name: Kyle Hands
Age: 31
Occupation: Part-time postman/part-time hot rod builder
Instagram: @kyle_tt
First car: SEAT Ibiza
Favourite car: Gen-2 Dodge Viper GTS-R
Favourite mod on your car: Compound turbo setup
Favourite show: FittedUK
Track day or show-and-shine? Show-and-shine
Lessons learned from this project: Attention to detail and quality parts are essential
What’s next? Selling this hot rod to build another!



“For the pedal box and handbrake, I went to OBP Motorsport,” says Kyle. “The billet pedals are the key point of the interior; their products are amazing quality and I’ll be using them again on the next build! Then I painted the car and had it all back together just in time to take it to the FittedUK show, where it had an amazing reaction, along with its first trophy and also its first photoshoot.” Things have been naturally progressing ever since, and the spec is extremely impressive: the chopped and channelled ‘29 body with its custom ragtop hides a fabulously detailed bare-bones interior, while the chassis boasts Mustang brakes behind those menacingly staggered wheels. It’s not all mouth and no trousers either, with a four-linked rear and a Panhard rod helping to tame the delivery of all that stump-pulling twist. It sure is a long way from an Audi TT, and it’s ticking pretty much every box on Kyle’s mental wishlist – so much so that he’s champing at the bit to build another hot rod. The idea’s really got under his skin.

“It’s an experience driving this on the road,” he laughs. “You feel a bit vulnerable as it’s not exactly the safest car, but at the same time you know everyone has already heard you coming from halfway up the road anyway...” And that’s basically the point of a hot rod, isn’t it? Sure, the genre may have evolved a bit over the last seventy-odd years from picking up cheap go-faster bits at the scrapyard and throwing them into a stripped-down chassis, but the purpose remains the same: these are cars built to go fast, and to look mean enough to intimidate anyone who pulls up alongside you at the lights. This modern interpretation is every bit as proper as a period-built A rod. And it’s absolutely bloody terrifying. ■

TECH SPEC: FORD MODEL A

STYLING:
Chopped and channelled 1929 Model A, Raptor black paint, Harley Davidson mirrors, custom pickup section, oak bed with alloy fuel cell and Wizards of NOS nitrous bottle, roof section cut out with custom ragtop

TUNING:
Cummins 5.9-litre diesel, fully stripped and painted, compound turbo setup (with Holset HX55 T6 and HX35 T3 turbos and 4in spike exhaust), all ancillaries renewed, painted or powdercoated, alloy radiator, intercooler, braided AN10 fuel lines, FASS fuel pump, ZF S5-42 gearbox, Mustang rear axle, custom propshaft, drag 4-link, Panhard rod

CHASSIS:
6x15in (front) and 10x15in (rear) steels, 185/60 (f) and 31/10.50 (r) tyres, Air Lift Performance 3P management, AccuAir Endo tank, dual Viair 488c compressors, Mustang front brakes, refurbished rear brakes, OBP pedal box, OBP hydraulic handbrake, twin line-locks, Hel braided lines

INTERIOR:
Custom seats, OBP footrests, iPad mount, alloy brake/clutch reservoirs

THANKS:
“Thanks to my wife Janine for putting up with my car obsession. And also to OBP Motorsport, Air Lift Performance, Jay from Players Shows, Impact Metal Finishing for the metal polishing, Jim King for all the stainless welding, StanceWorks, Mike Cawat, Alex at FittedUK, and Dave Cox for these amazing photos and arranging the feature.”

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READERS' RIDES



KALLUM SPENCER'S HONDA CIVIC

FC says: We're guessing our friend Kallum here isn't the subtlest of guys judging by the crazy livery on his EJ2 Civic Coupe! Kallum has been a long-time reader of Fast Car and believes his car deserves a Readers' Ride spot because it's different to a lot of cars currently doing the rounds – and you know what Kallum? You're not wrong, hence why we are giving you the main spot this issue.

As well as that custom livery, Kallum has added a bunch of exterior enhancements

too, including the Mugen-style splitter and carbon bonnet. But perhaps the most work has taken place under the bonnet – not only has Kallum swapped out the engine for a B16a2, he's also given it a tidy power hike thanks to some well thought out mods, including a full exhaust and intake system.

And while the exterior and engine have been heavily modified, the interior has been tackled with a more subtle approach – with a pair of DC2 Recaros being the main stars.

And all this work has been done within the year by Kallum and his mates; they even painted it in a dusty unit and Kallum would like to stress this is his daily driver! We bet this thing gets a few choice looks down the local supermarket.



Main mods:

B16a2 engine swap, full exhaust, whale intake, Mishimoto sandwich plate, Tegiva front and rear brace, Integra radiator, DENJI headlights, Mugen-style splitter, 6two1 canards, carbon Buddy Club-style bonnet, DC2 master cylinder, wheels and seats, HARDRACE arms, braided brake lines, Innovative gear linkage, M2 short shift and anti roll bar, HSD coilovers, BYC skirts, slate grey paint



SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Ping the whole lot over to jules.truss@kelsey.co.uk and we'll do the rest.

READERS' RIDES



MARK SHEPSTONE'S SCIROCCO

➔ **FC says:** We love this cheeky little Scirocco built by Mark Shepstone. There's no doubt that this build has been defined by the custom wide arches and the 3-piece Rotiforms ROC split rims that fill them, but there are plenty more choice mods on this car too, including that BMW Yas Marina respray. And Mark hasn't been scared to mix style with substance, having the 2.0 TDi remapped to a healthy 197bhp while swapping-out the original suspension for some Air Lift goodies. This car also boasts an incredible interior with a contrasting white and blue leather and Alcantara retrim. Not to mention a big helping of carbon fibre! Maybe this car deserves a full feature...



Main mods:

Fully smoothed custom wide arches, painted BMW Yas Marina blue, loads of carbon goodies (false floor, airtank, centre console etc), carbon high level wing, 3-piece ROC Rotiforms splits on custom extended lips, remapped to 197bhp/330ft/lbs, custom quad exit exhaust system, V2 Air Lift suspension, half cage, white leather and blue Alcantara retrim



PHIL EGAN'S PROTON

FC says: Mr Phil Egan is a bit of a modifying legend in the Fast Car office, not only is he a great guy but he's got an extremely unusual taste in modified cars that makes him stand out from the crowd. You may have seen him and his juiced Honda Acty van on the Fast Car stand in recent years, but it seems even the Acty wasn't obscure enough for our Phil. That's right, he's back and this time he's in a 1992 Proton 1.3GL! We can't imagine these cars are catered for much at all in the aftermarket, and his spec list certainly backs up that theory with adapted Golf coilovers being used up front for the lows. But the coolest part of this project? That would be the Initial D graphics. We bet some people would genuinely mistake this ride for the legendary AE86 Corolla and he's got the looks for a fraction of the price! Well played sir. Fancy bringing it to TRAX Silverstone?

Main mods:

Front grilles smoothed and painted, side bump strips removed, bumper plastic strips removed, rear arch lips cut and folded inwards, Initial D graphics, chrome trims applied to bumpers, 6x13-inch ET13 Yokohama Advan Dish Type A wheels, lowered 60mm on adapted VW Golf coilovers up front, suede trimmed 3-spoke steering wheel



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Quotes of the Month:



Midge: "I know it's hot, but I just can't talk to you when you're naked."
 Jules: "Why because it turns you on?"
 Midge: "No, it turns my stomach."



Midge: "I've just seen another Sirion in Asda."
 Jules: "Get out of here!"
 Midge: "Straight up, although the girl did wonder why I was taking pictures."



Hot Stuff

What's that, the hottest July on record? You ain't kidding. What we can't understand though, is why our Midge, a bloke who goes on holiday every 27-seconds, was complaining about it being a little 'tropical' in his gaff. Then again, he always did claim that he was hot stuff in the bedroom... a view that's definitely not shared by his missus.



The Full Monty

Well, here's a pic that no one should have to see. Unfortunately, as professional pistakers that have to work with the little fella, it's our duty to endure this kind of shite. Let's just say that you can't leave your stuff in Midge's motor for more than 3-minutes before he tries to put his junk in it. And that it looks like Jules' favourite holiday hat is now a write-off (what the actual fuck, Midge?! – Jules). Still, you know what they say, face like Crimewatch, body like... er, Crimewatch.



How's Your Luck?

Our Glenda may have thought he was showing off somewhat when he sent us this wonderful, and just a little smug, selfie of him at a Spanish cathedral. But what he didn't realise is that we were experiencing a heatwave at the time, we were all in the pub, and it was hotter in Pontefract than Palma. Still, at least he's not one to moan...



Master Wordsmith

When it comes to Midge's mighty medium rare (you mean 'losing' – Jules) Sirion, one of his favourite mods is the DIY Sirloin badge. You may even have seen it at Japfest this month. What you won't have seen though, is attempt one, where the numpity not only spelt it wrong, but he sent a picture to Jules just to show off. He's obviously an Editor in name only that one. Priceless.

THE FC PHONE GALLERY THIS MONTH IN RANDOM PICTURES...



Text of the Month
 It's not all rock and roll being the Web Editor, like.



Knobs & Poor

Rapid motors, beautiful people, massive explosions, ridiculous action sequences, all daily occurrences here at FC Towers. And that's probably the reason why Jules and Midge were invited along to the UK premier of Hobbs & Shaw to drink free beer and give their professional opinions on the action (mostly the drinking beer bit). It was either that of course, or simply because the PR people think our resident baldies look like a right couple of Rocks... we're pretty sure that's what they said anyway.



Big Fish, Little Fish

Even though every pilot coming out of Gatwick and presumably anyone on the International Space Station can already see it, here's Jules' latest DIY creation – a custom desk for his rather posh home office. No, we don't know what it is about the big man and stuff that lights up, and not that we want to encourage him. But, just in case you're too young to have experienced a shite 90s disco, now you know how we used to kick it back then. Not everything was good in the good old days.

BLAST FROM THE PAST
ISSUE 346 – SEPTEMBER 2014

5 years and 66 issues ago...

- We featured some amazing drop tops in this issue, and we're not just talking about Daisy Watts' skimpy bikini!
- Havair's awesome Porker was actually the inspiration for the teal interior on Midge's TT. True story.
- Wörthersee was almost as jaw-dropping then as it is now.
- Niall's BMW Z4 was one of the very few we'd seen justified then, or since for that matter.
- We went all the way to Hawaii to feature Sara's S2K. No need to thank us, it was our pleasure!
- It wasn't just the convertibles that were stunning, Neil's EK9 was a bit of a monster too.
- With Ferrari wheels and seats Jemima's sweet more-door Polo was more than a little special too.
- Did you know that the Opel Adam was named after Adam Opel, the founder of the firm? We're not sure if there was an Adam Vauxhall mind.
- We're surprised that you don't see many Crown Athletes in the UK. In Japan though, there's loads of the buggers – albeit not this bonkers.



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Gob Smacked

World Exclusive: We get up close and personal
with the Goblin Works Garage E30

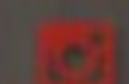
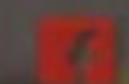



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